The Bombay Gazette.

No. 7,070.—New Series. BOMBAY :—THURSDAY, OCTOBER 5, 1871. [Annual Subscription in Advance from 1st October 1871......Rupees Forty-five.
Ditto ditto from 1st January 1872......Rupees Forty-two.

THE BOMBAY GAZETTE.

The Government of India having announced that the Inland Postage on Newspapers will be reduced by one-half from the 1st October next, the *Bombay Gazette* will, from that date, be sent POST FREE to all Up-country Subscribers, who will thus be put on an equal footing with Town Subscribers.

From 1st January 1872, the uniform Rates of Subscription to the *Gazette*, for Town and Country, will be on the following reduced scale:—

	Uniform New Scale.	Old Scale. Town.	Old Scale. Country.
One year, *in advance*	Rs. 42	Rs. 52	Rs. 72
Half year „	„ 24	„ 28	„ 38
Three months „	„ 14	„ 16	„ 21
One month „	„ 5	„ 6	„ 7-12

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* will, from 1st January, be delivered each morning at any address in town, or posted free to any address Up-country.

New Subscribers whose names are registered before the end of the present year will be allowed a proportionate reduction for the period of their Subscription which falls within the new year.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	„ 2 8
Third do	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second do	4 „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship DACCA, 1,659 Tons, 300 H.P., Commander J. Patterson, will be despatched on TUESDAY, the 10th Oct. 1871, at noon.

	Oct.		Oct.
Leave BOMBAY	10	Leave Galle	20
„ Carwar	12	„ Negapatam	23
„ Mangalore	13	„ Pondicherry	24
„ Cannanore	14	„ Madras	26
„ Tellicherry	14	„ Coconada	28
„ Calicut	15	„ Vizagapatam	29
„ Beypore	15	„ Bimlipatam	29
„ Cochin	16	„ Gopaulpore	30
„ Alleppey	17	„ False Point	31
„ Tuticorin	18		Nov.
„ Colombo	19	Arrive CALCUTTA	1

This route is the most expeditious and economical for Passengers for the Neilgherrie District, Bangalore, and Madras, who can land at Calicut for Beypore and proceed from thence by rail. Passengers for Calcutta can take the same route picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF via KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship CASHMERE, 1,028 Tons, 200 H.P., Commander J. Avers, will be despatched on MONDAY, the 16th October, at noon.

	Oct.		Nov.
Leave BOMBAY	16	Leave BUSSORAH	3
„ Kurrachee	20	„ Fao	3
„ Guadur	21	„ Bushire	4
„ Muscat	23	„ Linga	7
„ Bunder Abbas	25	„ Bunder Abbas	8
„ Linga	27	„ Muscat	10
„ Fao	31	„ Guadur	12
	Nov.	„ Kurrachee	15
Arrive BUSSORAH	1	Arrive BOMBAY	18

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a steamer to Kurrachee every SATURDAY, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander A. Cottier, will be despatched on MONDAY, the 9th October, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE KUTCH AND KATTYWAR COAST AND KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION Co. (Limited) will DESPATCH a STEAMER as above EVERY FORTNIGHT, touching at the following Ports:—

Leave Bombay	Tuesday	Arrive Porebunder	Friday
Arrive Diu	Wednesday	„ Dwaraka	Saturday
„ Verawul	do	„ Kutch Mandvi	do
„ Mangarole	Thursday	„ Kurrachee	Sunday.

The Steam-ship MARTABAN, 515 tons, 130 H.P., Commander T. Sanders, will be despatched, according to the above table, on TUESDAY, the 17th October, at 4 P.M.

For Freight and Passage apply to

W. NICOL & Co., Agents.

LIVERPOOL VIA SUEZ CANAL.

THE splendid new Steamer EUXINE, 1,206 Tons, Captain Robert Chapman, has excellent accommodation for first-class Passengers, and will sail about the 9th proximo.

Rates of Passage are—

1st Class to Suez	£30	Exclusive of Wines.
Ditto to Liverpool	£50	

For particulars apply to

LAWRENCE & Co.

FOR LIVERPOOL.

(To leave about 5th proximo.)

MESSRS. GRAY, DAWES & Co.'s new and powerful Steamer BAGHDAD, 1,280 gross registered tons, John Templeton, R. N. R., Commander. This Vessel has exceptionally good accommodation for forty first, and fifteen second, class Passengers. A Stewardess is carried, and, if necessary, the services of a Surgeon will be engaged.

Rates of Passage are—

1st Class, to Liverpool	£50,
2nd Class, ditto	£30,
1st Class, to Suez	£30,

exclusive of Wines, &c., which, however, can be procured on board at moderate prices.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 21st September 1871.

"WILSON LINE."

FOR LIVERPOOL VIA SUEZ CANAL.

(To sail on or about 7th November.)

MESSRS. THOS. WILSON, SONS, & Co.'s very fine new s. s. ORLANDO, 1,437 Tons, 300 H. P., which left London on 27th ultimo.

This favourite Steamer (built last year for the Mail Service between England and Sweden, to steam 12 knots) is specially adapted for Passengers, of whom she has always carried a full complement. Her accommodation, which is arranged amidships and thus removed from the vibration of the machinery, is well ventilated, and of an exceptionally good description.

There are Cabins for 42 first, and 36 second, class Passengers, plans of which can be seen at our Office. Carries a Surgeon and Stewardess.

RATES OF PASSAGE.

1st Class to Liverpool	Exclusive of Wines and Spirits, which can be had on board.	£50
Do. to Suez		„ 30
2nd Class to Liverpool		„ 30

Apply to

WALLACE & Co., Agents.

Bombay, 2nd October 1871.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA. The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class. (Including Wines.)	3rd Class. (Without Food)
To Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Alexandria	39	25	9-10
Messina	50	34	14
Naples	50	24	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay:—

INDIA, on WEDNESDAY, 1st NOVEMBER 1871.

ARABIA, on FRIDAY, 1st DECEMBER 1871.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

NOTICE.—CONSIGNEES per Steamer PATNA are hereby informed of the ARRIVAL of the VESSEL and requested to TAKE DELIVERY AT ONCE of their respective GOODS.

W. NICOL & Co., Agents.

Bombay, 27th September 1871.

SHIPPING.

OVERLAND ROUTE.

On Saturday, the 7th October, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. CHINA (2,010 tons and 400 H.P.), Captain C. G. Perrins, will LEAVE for SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa Genoa, Naples, and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

REDUCTION OF FARES.

The Rates of Passage Money have been reduced as follows:—

To BRINDISI	First Class Rs. 600	Second Class Rs. 300
To SOUTHAMPTON.	„ „ 650	„ „ 350

Exclusive of Wines and Liquors, and the transit through Egypt.

All Children under 3 years of age, free; above 3 and under 10, half fare.

G. F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. ELLORA (1,727 tons and 390 H.P.), Captain J. C. Baber, will be despatched for the above Ports on THURSDAY, the 12th Oct., leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Tuesday, the 10th October.

G. F. HENRY, Superintendent.

NOTICE.—CONSIGNEES per s. s. ERL KING are hereby informed of the ARRIVAL of the VESSEL, and requested to TAKE DELIVERY at once of their respective GOODS.

W. NICOL & Co., Agents.

Bombay, 2nd October 1871.

SALES BY AUCTION.

CRAWFORD AND COMPANY.

3, MARINE STREET.

FOR SALE ON COMMISSION.

The property of a Gentleman no longer requiring.

A Bay Australian Horse rising 5-16 hands, warranted sound goes in single and double Harness. Can be seen at 2 hours notice.

CRAWFORD & Co.

Bombay, 5th October 1871.

HOUSES, &c., TO LET.

TO LET, a spacious two-storied HOUSE, at the corner of Church Gate Street, opposite the Cathedral and adjoining the "Times of India" Office.

Several APARTMENTS fit for Offices, in Church Gate Street.

A spacious Godown in Church Lane, Fort.

Several APARTMENTS fit for Dwellings in Tod Street, Fort.

Two BUNGALOWS at Lower Colaba.

One BUNGALOW at Mazagon, situated on the property known as "Unjeer-Bagh."

The PREMISES on the Breach Candy Road, lately occupied by Mr. Harry Hibbert.

The well-known BUNGALOW at Bandora Point, called the "Land's End."

A commodious BUNGALOW at Poona, Civil Lines, the former residence of the Lord Bishop of Bombay.

One BUNGALOW at Poona, Civil Lines, near the Railway Station.

For the October Season.—A BUNGALOW at MATHERAN (with Furniture), situated on one of the best sites of the Hill, and commanding an excellent view.

Apply to NANABHOY BYRAMJEE JEJEEBHOY, at the Office of the Honourable Byramjee Jejeebhoy.

GOLD AND SILVER MEDALS AT THE BROACH AND AKOLA EXHIBITIONS, 1868.

GOLD KEYLESS HUNTERS and SEMI-HUNTERS, Plain or Engine-turned Cases. Rs. 225.

FAVRE, LEUBA, & Co.

LADY'S small GOLD HUNTERS, Enamelled and Jewelled Cases. Rs. 150.

FAVRE, LEUBA, & Co.

SILVER KEYLESS HUNTERS, 1st quality. Patent Lever, extra finished. Rs. 100.

FAVRE, LEUBA, & Co.

SILVER HUNTERS, Patent Lever, 3/4 plate, in strong good Silver Cases, Engine-turned, very serviceable, warranted for two years. Rs. 50.

The same Watch, Keyless. Rs. 70.

FAVRE, LEUBA, & Co.

OFFICE CLOCKS, Patent Lever, Octagon or Round, imitation Walnut, 8-days, with Bell. Rs. 25.

FAVRE, LEUBA, & Co.

T. CHATELAIN-MONTANDON, WATCHMAKER & JEWELLER,

HAS received the following for Sale:—GOLD WATCHES for Ladies and Gentlemen, manufactured expressly for hot climates, and guaranteed to purchasers for the term of one to three years.

SILVER WATCHES of great variety, from Rs. 20 to 100, with same guarantee.

JEWELLERY—A very large selection, including Half sets, Bracelets, Brooches, Necklaces, Earrings, Lockets, Charms, Finger-Rings, Scarf-Rings, Studs, Watch-Chains, &c., all guaranteed to be of 14, 15, and 18 Carat Gold.

CLOCKS for Schools, Offices, &c.

MUSICAL BOXES, from Rs. 5 to 200.

REPAIRS in Watches, Clocks, Jewellery, Musical Boxes, &c., undertaken and carefully made.

T. CHATELAIN-MONTANDON,

HUMMUM STREET, BOMBAY.

Branches—POONA AND SIMLA.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S

CELEBRATED

STEEL PENS.

Sold by all Dealers throughout the World.

BRAGG'S VEGETABLE CHARCOAL OR PURE CARBON IS ONE OF THE MOST EFFECTUAL PRESERVERS OF HEALTH ever offered to the public. By its action in absorbing all impure gases in the stomach and bowels, it affords speedy relief in all cases of ACIDITY, BILE, DYSPEPSIA, INDIGESTION, IMPURE BREATH, &c.

and is invaluable in cases of, and is the best known preventative to Yellow and other Fevers. It is largely used and recommended by all the highest medical authorities in England. Sold in Bottles by

J. L. BRAGG, 2, Wigmore St., Cavendish Sq., London.

Agents for Bombay Presidency,

TREACHER & Co., LIMITED.

LEA AND PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE.

Declared by Connoisseurs to be

THE ONLY GOOD SAUCE.

Caution against Fraud.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA AND PERRINS' SAUCE,

and to see that their names are upon the wrapper, labels, stopper, and bottle.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their Correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their right may be infringed.

Ask for Lea & Perrins' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester, Crosse and Blackwell, London, &c., &c., and by Grocers and Oilmen universally.

KEATING'S COUGH LOZENGES.

THIS UNIVERSAL REMEDY now stands the first in public favour and confidence; this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British Colony; and throughout India and China they have been highly esteemed wherever introduced. For COUGHS, ASTHMA, and all AFFECTIONS of the THROAT and CHEST, they are the most agreeable and efficacious remedy; they do not contain opium or any other deleterious drug, and may therefore be taken with perfect safety by the most delicate constitution.

Sold in boxes, tins, and bottles of various sizes.

KEATING'S

CHILDREN'S WORM TABLETS.

The great remedy for these disorders in Adults and Children can now be administered in the form of A PURELY VEGETABLE SWEETMEAT, at once agreeable and effective.

TESTIMONIAL.

"Batley, January 26, 1869.

"Sir,—One of my children, aged two years and four months being troubled with worms, I was induced to try your Bon Bons. I purchased some from Mr B. Whitaker, Chemist of Batley, and after taking two only, she voided nine large worms. Two days after another dose, she again voided three more; three of them, the worst, measuring from 8 to 9 inches each in length. I consider them a most invaluable remedy, and should be tried by all suffering from worms.

"To Mr Keating, (Signed) "JOHN STENSON.
"London." "Witness, B. Whitaker."

Sold in tins and bottles of various sizes.

KEATING'S INSECT DESTROYING POWDER.

This POWDER is QUITE HARMLESS TO ANIMAL LIFE, but is unrivalled in destroying Flea Bugs, Cockroaches, Beetles, Mosquitos, and every other species of insect.

Sold in packets, tins, and bottles of various sizes.

The Public are particularly requested to observe, that all the above preparations bear the Trade Mark.

NEW ADVERTISEMENTS.

FOR LIVERPOOL.

(To leave about the 22nd instant.)

THE favourite Passenger Steam Ship ERL KING, 1,064 registered tons, 250 nominal Horse Power, 1,250 effective, John Steele, Commander.

This Steamer, well known in the China trade, is favourably noted for great speed and excellence of accommodation for Passengers. The late passage from London was accomplished in 28 days, including detention in the Canal. Rates are—

1st Class to Liverpool	£55
Do. Suez	32

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 4th October 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

NEW FRENCH LOAN.

ON and after the 10th instant, DEFINITIVE STOCK will be EXCHANGED against fully paid-up STOCK RECEIPTS, at the Office of the Comptoir d'Escompte de Paris, EVERY DAY, from 11 till 2 o'clock.

Bombay, 3rd Oct. 1871.

LOUIS FRANK

WILL APPEAR IN HIS WONDERFUL ENTERTAINMENT OF

NATURAL MAGIC AND ILLUSIONS,

AT MORLEY HALL, COLABA,

ON SATURDAY, 7TH OCTOBER 1871,

(STAFF NIGHT).

RESERVED SEATS—SOUNDY & Co.

NOVELTY! NOVELTY!! NOVELTY!!!

INDIAN DRESSES, INDIAN SCENERIES & INDIAN PLOT.

VICTORIA THEATRE.

THE VICTORIA THEATRICAL COMPANY

WILL APPEAR

ON SATURDAY, 7TH OCTOBER 1871,

in a NEW HINDOOSTANEE PLAY, entitled,

KHOORSHEED,

"WORTH HER WEIGHT IN GOLD,"

Expressly written for this Company by the very popular Playwriter, Mr. E. J. Khori, and translated into Hindoostanee by a well-known Parsee Gentleman.

TO BE FOLLOWED BY A BRILLIANT DISPLAY OF

CYCLORAMIC PLATES,

Relating to the late terrible events of the Franco-Prussian War, and specially ordered out from England.

☞ Europeans long resident in India, especially the Civil, Military, and Naval Officers, Merchants and others, as also Mahomedans, Moguls, Hindoos, Parsees, and others are all invited to witness this very interesting Drama.

PRICES OF ADMISSION.

First Class (Reserved)	Rs. 3		
First Class	Rs. 2	Third Class	Rs. 1
Second Class	„ 1½	Fourth Class	As. 8

Tickets can be had, and Seats secured, at the *Dufter Ashkara* Press, Fort, Bombay.

MEASUREMENT OF PATENT BALES OR CASES.

It is hereby notified, that the MEASUREMENT FEE on all BALES of COTTON and BALES or CASES of OTHER PRODUCE is, from THIS DATE, REDUCED from a HALF, to ONE-THIRD of an ANNA (FOUR PIES) per bale or package.

By Order,

JAMES TAYLOR, Secretary.

Bombay, Chamber of Commerce, 5th October 1871.

PORT TRUST LAND SALES.—NOTICE is hereby given, that certain PLOTS of LAND, on the Elphinstone Land Estate, near the Musjid Bridge, will shortly be put up for SALE by PUBLIC AUCTION, under the orders of Government.

A Plan of the Land in question is being prepared, and this, with the Conditions of Sale, will shortly be ready at the Office of the Undersigned, who is also authorized to receive offers of purchase by Private Contract.

JOHN RYAN,

Traffic Manager, Govt. Bunders.

Carnac Bunder, 4th October 1871.

NOTICE.—LIST of ESTATES which have come under the charge of the Administrator General, during the months of July, August, and September last:—

Craigen, Thomas, late Smith G. I. P. Railway Company.

Dadabhoy Eduljee, late of Bombay, Parsee Inhabitant.

Evans, Frederick, late Assistant Engineer G. I. P. Railway Company.

Hide, Thomas Henry, late Carriage Examiner G. I. P. Railway Company.

Jan Mahomed Eba bin Hajee Abdoola Latiff, late of Zanzibar, Mahomedan Inhabitant.

Mascarenhas, Diogo Caetano, late of Bombay, Portuguese Inhabitant.

N.B.—All persons having claims upon, being indebted to, or holding property belonging to the abovementioned Estates are requested to communicate with the Undersigned.

W. LOUDON,

Administrator General.

Bombay, Administrator General's Office, 2nd October 1871.

TIMBER SALE IN NORTH CANARA.

NOTICE is hereby given, that the undermentioned quantity of TIMBER, the property of Government, will be SOLD by PUBLIC AUCTION, in November 1871, at the Ports of Gungawully, Carwar, and Sedashewgur.

	Teak, best, Southern.		Blackwood		Jungle-wood		Firewood	Date of Sale.
	Logs	Candies	Logs	Candies	Logs	Candies	Tons	
Gungawully	210	243	33	29	5	5	...	Nov. 15.
Carwar	2,408	4,843	13	10	378	859	158	Nov. 20.
Sedashewgur	...	...	...	...	1	9	...	...
Total	2,618	5,086	46	39	384	873	158	

The whole will be arranged in convenient lots.

Terms.—On the Day of Sale the Buyer to deposit 15 per cent. of the Purchase Money.

The balance of Sale Price is due on or before the 1st March 1872.

All the Lots to be removed from the Depôt before the 1st April 1872.

Further particulars of Sale and Rules may be obtained at the Office of the Superintendent of Timber Depôt.

W. PEYTON, Major,

Conservator of Forests, S. D.

Conservator's Office, Dharwar, 20th September 1871.

(True copy.)

GEO. C. PARKER, Lieutenant, I.N.,

Superintendent, Timber Depôt.

POLISHED STEEL QUOITS.

Weight per Pair	4½ to 5 lb,	5¼ lb.	
Price per Pair	Rs. 5.	Rs. 5-8.	Rs. 6.
Polished Quoit Steel Pins, per pair	Rs. 1-8.		

THACKER, VINING, & Co.

BOMBAY PRESS COMPANY (Limited).

NOTICE is hereby given, that in accordance with the REQUISITION below, there will be an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company, in Rampart Row, on THURSDAY, the 12th October 1871, to be held immediately after the Annual Meeting.

By Order of the Directors,

BRICE, BROWN, & Co.,

Secretaries and Treasurers.

Bombay, 4th October 1871.

Bombay, 2nd October 1871.

To the Directors, Bombay Press Company, Limited.

Dear Sirs,—We have to request that you will call an Extraordinary General Meeting of the Shareholders of the above Company, on the 12th October, instant, to be held immediately after the Annual General Meeting, to lay the following Resolutions before the Shareholders:—

1. That Clause 19 of the Articles of Association be cancelled, and that the following shall be the 19th Article thereof:—"There shall be five Directors of the Company.

2. To elect two additional Directors.

3. That four out of the five Directors shall form a quorum, and shall be competent to transact the business of the Company.

4. That the remuneration of the Directors shall be Rs. 1,000 per annum, and that the Transfer Fees shall be credited to the Company.—We are, dear Sirs, yours faithfully,

ROOGNATHDASS GOPALDASS,
NURROTUMDASS MADOWDASS,
HURKISONDASS NURROTUMDASS,
TRIBHOVANDAS VURJEEVANDASS,
RUSTOMJEE DADABHOY CAMA.
હીરજીભાઈ રતનજી મીશતરી.

In addition to the above Resolutions the following will be submitted:—

1st. That the present Agreement with Messrs. Brice, Brown, and Company, dated 13th September 1870, be confirmed, and that the Directors are hereby authorized to sign a New Agreement with Messrs. Brice, Brown, & Co., on the same terms and conditions for the remaining period of four years, but the following Clauses shall be inserted:—

I. That the Secretaries and Treasurers, Messrs Brice, Brown, and Company, shall not be removed during the term of the said Agreement for misconduct, except by a Special Resolution of the Company passed to that effect on the united recommendation of all the Directors of the Company for the time being.

II. That in the event of there being no Partner in the Firm of Messrs. Brice, Brown, & Co., for the time being, resident in Bombay, the Directors shall be authorized to cancel the Agreement with the Secretaries and Treasurers.

2nd. That Clause 15 of the Articles of Association of the Company shall be cancelled, and that the following Clause shall be substituted in lieu thereof—

"15. The Secretaries and Treasurers shall after the determination of the present Agreement with Messrs Brice, Brown, & Co., be appointed from time to time by General Meeting."

By Order of the Directors,

BRICE, BROWN, & Co.,

Bombay, 4th October 1871. Secretaries and Treasurers.

NOTICES.

LIFE INSURANCE.

SPECIAL NOTICE TO POLICYHOLDERS IN THE ALBERT INSURANCE COMPANY.

AS it now appears certain that the ALBERT RECONSTRUCTION SCHEME will not be CARRIED OUT, we would again remind POLICYHOLDERS in that Company that we are prepared to accept their LIVES on the most favourable terms.

For example:—A person who assured in India with the Albert in a Civil Capacity at the age of 30 for Rs. 1,000, paying an Annual Premium of Rs. 40, may, if now aged 39, obtain a Non-participating Policy for Rs. 1,000 at the same Premium. If now aged 50, he will have to pay a yearly Premium of Rs. 53-14, and will be entitled to a claim on the Albert for the value of the additional Premium of Rs. 13-14.

For the Directors of the North British and Mercantile Insurance Company,

W. NICOL & Co.,

Agents at Bombay.

NOTICE.—Mr. GRIFFITH GRIFFITH is authorised to SIGN our FIRM per procuration FROM THIS DATE.

PELLY & Co.

Bombay, 2nd October 1871.

MR. RICHARD PILE has been admitted a PARTNER in our FIRM from the 1st INSTANT.

BADHAM & Co.

3rd October 1871.

MONEY TO LEND.

THE Advertiser is PREPARED to ADVANCE MONEY against DOCUMENTS or PERSONAL SECURITY. Strict privacy guaranteed. Address A. C., care of this Paper.

NOTICE!!!

THOSE CELEBRATED ENGLISH COMEDIANS,

MISS FANNY RAYNOR

AND

MR. W. BENNEE,

WILL SHORTLY APPEAR IN BOMBAY.

MOULVIE LIAKUT ALI, the renowned REBEL CHIEF of 1857, now on trial for his life.

Carte Bust Vignetted......Per Copy Rs. 1, Postage ½ Anna.

Large Cabinet Bust ...... „ „ 2 „ „

☞ Annas Stamps received from Outstations.

J. NEWMAN, Photographer,

Elgin Road, Allahabad.

THE STANDARD LIFE ASSURANCE COMPANY.

Established 1825.

CONSTITUTED BY SPECIAL ACTS OF PARLIAMENT.

SPECIAL NOTICE.

THE COMPANY'S BUSINESS YEAR will CLOSE on 15TH NOVEMBER 1871, and in order to secure the advantage of this year's entry to the Profit Scheme, Proposals should be lodged with the Agents on or before that date. The next Division of Profits will take place in 1875.

Agents at Bombay,

THE LONDON, ASIATIC, AND AMERICAN COMPANY, Ld.

NOTICE.—DESIGNS with SPECIFICATIONS are hereby invited, for a MARKET (Materials, Wood, and Iron), for Meat, Fish, Vegetables, and Fruit—Cost NOT TO EXCEED TWENTY-FIVE THOUSAND RUPEES.

A Premium of Three Hundred Rupees will be paid to the person whose Design will be approved of by the Municipal Commissioners. The Designs, &c., to reach this Office before the 1st of MARCH 1872.

For any further particulars apply to the Undersigned.

JOHN EDWARD HODGSON, Secretary,

Sukkur Municipal Commission, Upper Sind.

Municipal Secretary's Office, Sukkur, 30th August 1871.

NOTE.

The above date for submitting Plans and Specifications to the Secretary, Sukkur Municipal Commission, is hereby ALTERED to NOT LATER than the 1st of JANUARY 1872.

JOHN EDWARD HODGSON, Secretary,

Sukkur Municipal Commission.

MOFUSSIL COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS will be HELD at the Registered Office of the Company, in Elphinstone Circle, on THURSDAY, the 26th day of October 1871, at 3 o'clock P.M., for the purpose of confirming the following Special Resolution passed at an Extraordinary General Meeting of the Shareholders held on the 26th day of September 1871:—

"That the present Capital of the Company be increased by the issue of 500 additional shares, of the nominal value of Rs. 400 each, of which Rs. 350 shall be immediately paid up. That the said shares shall be offered in the first instance at Rs. 45 each, or a premium of Rs. 100 per share, to the Shareholders of the Company who shall be entitled to the said shares, on making application for the same on or before the 1st day of November next, in the proportion of one such new share for every four shares standing in the name of the Shareholder or Shareholders so applying for the same on the Register books of the Company on the said 1st day of November next, and the said shares or so many of them as may be so applied for, shall be allotted by the Directors to the said Shareholders in the proportion aforesaid, on payment of the sum of Rs. 450 per share, as aforesaid, and that any and all the shares of the said New Issue which shall not be so applied for and allotted in manner aforesaid, or which shall remain unallotted after such allotment shall have been made to such Shareholders in the proportion aforesaid, shall be disposed of and issued by the Directors, in such manner and at such time as they may deem proper."

The premium realized on said New Issue shall be carried to credit of a Reserve Fund.

The Transfer Books will be closed from 26th October to 1st day of November 1871, both days inclusive.

By order of the Directors,

W. NICOL & Co.,

Secretaries and Treasurers.

Bombay, 27th September 1871.

HELLER'S WONDERS!!!

THE most FASHIONABLE and in ADVANCE of any ENTERTAINMENT that ever visited the EAST.

MIRTH. MUSIC. MAGIC.

ROBERT HELLER SUPERIOR TO HERMANN.

ROBERT HELLER SUPERIOR TO FRIKELL.

ROBERT HELLER SUPERIOR TO HONDIN.

GRANT ROAD THEATRE,

10TH OCTOBER 1871.

Fifteen tons of COSTLY PARAPHERNALIA and APPOINTMENTS are carried and considered necessary to give the various effects to this

MOST PLEASING AND VARIED PERFORMANCE.

ROBERT HELLER'S PIANOFORTE RECITALS.

ROBERT HELLER'S WORKS of the GREAT MASTERS

ROBERT HELLER'S BRILLIANT SOLOS.

The ERARD GRAND PIANOFORTE, manufactured by ERARD'S celebrated Firm, expressly for Mr. HELLER, will be used on this occasion.

DRESS CIRCLE	Rs. 5	UPPER CIRCLE	Rs. 2.
STALLS	„ 3		

J. W. SMITH, Business Manager.

NOW READY.

THE INDIAN TRAVELLERS' GUIDE FOR OCTOBER.

PRICE—EIGHT ANNAS.

CONTAINING, besides the other usual information, the latest alterations on the several lines of railway, and in the running of the Local Trains between Bombay and Bandora.

The Guide, having a large circulation amongst travellers, by rail and otherwise, is a most effective medium for advertisements.

Contents.

Map of India.
Index to Railway Stations.
Index to Places by Steamer and Dak.
Introduction.
Railway Time Tables:—
Great Indian Peninsula Railway
Local Trains between Bombay, Mahim, and Bandora, by G. I. P. and B. B. and C. I. Railways.
Rates for parcels, horses, carriages, &c., by G. I. P. Railway.
Bombay, Baroda, and Central India Railway.
Jubbulpore Extension Railway.
East Indian Railway
Punjaub and Delhi Railways.
Scinde Railway.
Through Traffic from Kurrachee to Mooltan, Lahore, and Umritsur.
Eastern Bengal Railway.
Calcutta and South Eastern Railway.
Great Southern of India Railway.
Madras Railway.
Steam Navigation Companies:—
P. & O. Co.
Bombay and Bengal S. S. Co.
Messageries Maritimes.
Austrian Lloyds.
Rubattino Steam Navigation Company.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Bombay Steam Ferries.
China Steamers.
Indus Steam Flotilla.
Punjaub Steam Flotilla.
Irrawady Flotilla.
India General Steam Navigation Company.
Routes by Steamers.
Routes in the Bombay Presidency.
Bombay to Central Provinces and Calcutta.
List of Travellers' Bungalows along the Trunk Roads of Western India.
Routes in the Central Provinces.
N. W. Provinces and the Punjaub.
Route to Simla.
Route to Landour.
Route to Nynee Tal.
Hill Horse Carriage Dak.
Rohilcund Horse Dak Company.
North-West Dak Company.
Punjaub and North-Western Dak Company.
North-Western Dak Company.
Agra to Jeypore.
Rawul Pindee and Murree.
Scale of Fares for Shigrams, Buggies, &c., in Bombay.
Scale of Fares for Palanquins.
Scale of Fares for Boats for Bombay Harbour.

May be had at the Bombay Railway Termini, and of the following

Agents—

Bombay and Poona:—Messrs. Chesson and Woodhall,
Bombay:—Messrs. Thacker, Vining & Co.
Poona:—Messrs. Treacher & Co., and Railway Bookstall.
Alexandria:—Messrs. D. Robertson and Co.
London:—Mr. G. Street, 30 Cornhill.

NOTICES.

ESTABLISHED IN 1820.

C. LAZARUS & Co.,

INCORPORATED WITH SHEARWOOD & Co.,

CABINETMAKERS, UPHOLSTERERS, BILLIARD AND BAGATELLE TABLE MANUFACTURERS,

CARVERS, GILDERS, AND DECORATORS,

By Appointment to the Right Hon'ble Richard Southwell Bourke, EARL OF MAYO, K.P., G.C.S.I., Viceroy and Governor General of India, and to His Royal Highness the DUKE OF EDINBURGH, K.G., K.T., G.C.S.I.,

Contractors to Her Majesty's Indian Government; the East India and E. B. Railways; H. M.'s Indian Ordnance, Public Works, Commissariat, and Marine Departments; the Peninsular and Oriental, and other Public Companies;

IMPORTERS, APPRAISERS, HOUSE AND LAND AGENTS, GENERAL FURNISHING CONTRACTORS,

Ecclesiastical Furniture Suppliers.

SOLE AGENTS IN INDIA FOR SEDLEY'S PATENT BRIDGES.

47, 56, 60, 61, & 62, Bentinck Street, Calcutta.

52, Old Broad Street, London.

97, Rue de Richelieu, Passage Princes (Ancien Passage Mires), Paris.

THE business of C. LAZARUS & Co. having of late years experienced an extraordinary development, orders for their manufactures, instead of their being confined to Bengal and the Upper Provinces, being received from all parts of India, China, Burmah, Ceylon, and the Straits Settlements, C. Lazarus & Co. have determined upon taking steps for enabling the Bombay public to share the undoubted advantages which their Firm is enabled to offer. C. L. & Co. have been induced to do this from having recently received several large orders for Furniture, Billiard Tables, &c., from Bombay and its neighbourhood, and have every reason to believe that their immense stock and large manufacturing resources have forcibly brought into view the advantages of dealing with their Firm, since in the instances just mentioned the most unqualified satisfaction was rendered.

C. L. & Co. would state that the Senior Member of their Firm, Mr. C. Lazarus, has just paid a visit to Bombay, in view to superintending a large order for furnishing, and that that Gentleman inclines to the opinion that while the present class of Furniture to be seen in the superior households of Bombay, and which is principally imported from Europe, may be found serviceable, there are yet many reasons to be urged against the latter as compared with a first class article manufactured in the country with all the advantages that accrue from European skill and supervision. It would be out of place here to dilate upon the defects which too commonly are apparent in Furniture imported from Europe, but it may be observed that such articles are always slender in proportions, and while put together, with very few exceptions, in an unsubstantial manner, the wood, materials, &c., that enter into the articles are not calculated to resist the various effects of climate or extremes of heat and moisture. For an illustration of this point C. L. & Co would refer to their recently issued Illustrated Catalogue. In this volume will be found a set of original designs, on which, while the best models of European modern style have been had recourse to, various important details of construction and of elaboration, suggested both by long experience and a study of the subject, are conspicuous as specialties essential for India.

C. LAZARUS & Co., while thanking their numerous constituents for the solid support extended to their Firm since 1820, attribute their success to the following maxims, which continue to guide their business transactions, viz:—

Good Work with unadulterated Materials.
Skilful and trustworthy Workmen.
Uniform Scale of Charges.
Strict and competent Supervision.

NEW ILLUSTRATED CATALOGUE.

There are a few special features in connection with this expensively executed Catalogue, to which C. L. & Co. would ask their constituents' attention:—

1. The *newest* and *most elegant* designs only find a place in the volume. Many of these designs, it should be mentioned, represent an original result; that is to say, they have been elaborated with special reference to the household requirements of this country. In working to this end, reference has been had to the latest models of the first cabinet-manufactures of Europe. All that was recherche in style, or chaste in pattern, has been taken advantage of in the production of C. L. & Co.'s special designs for India, these desiderata, however, being combined with others which C. L. & Co.'s long experience was shown to be of the utmost importance. These it is scarcely necessary to detail; yet it may be observed as a general principle in modifying home designs to suit Indian requirements, that substantiality should never be sacrificed to a too slender elegance, and this principle has been steadily kept in view. Indeed, in the manufacture of Cabinet Ware in India, this is a prime consideration, as climatic effects, not to speak of other agencies, have a most marked action in deteriorating such articles. It remains only to add, therefore, that, while all that is chaste, tasteful, and elegant has been freely appropriated from the sources indicated in the production of C. L. & Co.'s designs, regard has been had, at the same time, to the requirements of strength and substantiality; a judicious blending of both, in fact, has been aimed at, and, as C. L. & Co., humbly believe, has been most successfully accomplished.

2. C. L. & Co. have had each article of their stock photographed. The diagrams have been engraved at considerable expense in England from these photographs, and represent, therefore, each article with artistic fidelity.

PRICES.

C. L. & Co. are alive to the necessity that exists in these altered times for reasonable prices. The supplying, however, of a *bona fide* reliable article is the first consideration with a respectable and old established Firm. Regarding had to this, and also to the fact that C. L. & Co. warrant every article that issues from their manufactory, they can confidently state that their charges represent only a slender margin of profit over and above actual cost of production.

BILLIARD TABLES.

C. LAZARUS & Co., as Manufacturers, would invite particular attention to their large stocks of full-sized Billiard Tables. One of the chief desiderata in a Billiard Table is to secure such an arrangement as will admit of a Ball being struck so as to attain the highest speed without its jumping. This, it need scarcely be said, depends entirely upon the arrangement of the cushions. C. L. & Co., mentioning this fact, would state that the subject has largely occupied their attention, and after repeated experiments and close consideration they have discovered a principle in the manufacture of cushions which answers admirably the end desired. Since the manufacture of their cushions on this new principle, C. L. & Co. have received testimonials from some of the first clubs in India speaking to the merits of the same. To secure *truth* with *speed*, that is to say the maximum of speed compatible with preventing the Ball jumping, is the object which C. L. & Co. have had in view, and which at length they have successfully attained. At the same time, the cushions, it should be stated, are quite as durable or even more durable under the new principle of making up than under the old. With a view to the maintenance of the high character of their workmanship, C. L. & Co. have secured, for this branch of their business especially, the services of a gentleman who for many years was foreman to the eminent makers Messrs. Burroughes and Watts, whose experience is a guarantee of the highest possible excellence in the manufacture of Billiard Tables and of everything connected with that department of their business.

IMPORTANT TO MESSES AND BILLIARD CLUBS,

Throughout India, China, Burmah, Ceylon, and the Straits.

Consequent on the numerous applications that C. Lazarus & Co. have lately had from parties residing at a distance from Calcutta, to have their Billiard Tables re-cushioned on C. L. & Co.'s new principle, and as sending the cushions to Calcutta for that purpose is attended with great delay, thereby occasioning much inconvenience, C. L. & Co. have been induced to keep a stock of Cushions on their new principle always on hand, which can be fitted to any Table, the accurate length and width of the Slate Bed only being required.

Up-Country Messes and Clubs can, by thus securing a spare set of Cushions, ensure the constant use of the Table—a desideratum, as the inconvenience hitherto felt by the Table being unavailable for play during such time as the old Cushions are under repair, has been admittedly very great.

THE ALEXANDRA BILLIARD TABLE.

C. LAZARUS & Co. beg to state that, with a view to procure for India one of the latest Home Novelties, they have made up, on their own premises, a number of the new "Alexandra" Billiard Tables, so commonly patronised in Fashionable Circles at this time in England.

It is now shown that ladies may, with perfect propriety, take part in a game where their naturally quick perception and power of skilful manipulation contributes, not only to the pleasure of this noble game, but enables them to compete for its honours with the more practised hands of the ruder sex.

The "Alexandra" Table, or which has now received the distinguishing epithet of the "Ladies' Table," and most in favour with the fair sex, is in every respect adapted to develope the fullest resources of the Game. The size of the Tables is six feet by three, the height being so regulated, and the Cues and other requisites so specially arranged, as to admit of easy and graceful manipulation by a lady. Whilst the exclusiveness that has hitherto attended the play of Billiards on the full-sized Table is obviated, the interest and excitement of the game are in no way diminished by the introduction of the new Board, as the latter is susceptible of all the fertile resources of art to which the skilful player resorts. From these considerations the "Alexandra Table" has secured, since its introduction into this country, a large measure of favour with the Ladies of India, and has already become as permanent a favourite within their domestic circles as in the first families of the British Aristocracy.

B. B. B.

In accordance with their established practice of introducing Novelties to the Indian public, C. LAZARUS & Co. have pleasure in announcing that they have made arrangements to supply the latest novelty in social and family amusement, by importing the popular B. B. B. Tables. The peculiarity of these is, that on the one table the three favourite games of Billiard, Battue, and Bagatelle may be played, thus affording a pleasing variety of amusements concentrated on a single board, at little more than the cost of one. Anticipating that the demand for these tables will be large, C. L. and Co. are prepared to supply them on very favourable terms, it being a principle of their business to furnish the best and most approved articles of every kind, at the lowest rates consistent with excellence of quality and a fair trading profit.

BILLIARD & POOL BALLS,

Billiard Cloths, Cues, Billiards and Pool Marking Boards, Tips, Chalks and

EVERY REQUISITE FOR THE BILLIARD TABLE.

Billiard Cushions Renovated.

Billiard Tables repaired and re-cushioned on their new principle, thereby making an old Table as good as new.

IMPORTANT TO BILLIARD PLAYERS

THE PATENT CUE TIP FASTENER,

WITH FILE IMPROVEMENT.

The "Cue Tip Fastener" is for the purpose of giving a pressure to the Tip when being fastened on to the end of a Cue; and also serves the purposes of filing level the top of the Cue, which it insures being done correctly.

The "Cue Tip Fastener" with File improvement, is in the shape of a cone, with slots cut in the side, a loose ring, and a File, which can be slipped in and out of the Fastener.

For Direction for using the above, with full instructions for Tipping a Cue, see inside of lid of box supplied with the Fastener.

Price, complete in Box, with File and Sand paper, Rs. 6 each.

Ditto, without Box or File improvement, Rs. 4-8 each.

C. LAZARUS & Co.,

Billiard Table Manufacturers, Calcutta.

Sole Agents in India, Wholesale and Retail.

THE CUE CEMENT (registered).

Re-tips in a minute. Unequalled for Adhesiveness, Tenacity, and Durability; unaffected by heat, cold, or damp.

Essential to every Player at Billiards, or any other Game where accident or emergency requires the application of a reliable Cement; tipping and effectually repairing Cues, Rests, Rest-heads, and Billiard Ware of every description; also for Mending Pipes, Walking Sticks, Gun Stocks, &c., &c., and for all Leather, Wood, Ivory, Stone, China, for Uniting Glass (being transparent) or other Material.

Price per Bottle, Rs. 2.

C. LAZARUS & Co., Calcutta,

Wholesale and Retail Agents for India.

NOTICES.

BRITANNIA FIRE ASSOCIATION.

CAPITAL, £500,000.

Policies granted at Current Rates.

KILLICK, NIXON, & Co., Agents.

NOTICE.—The RAFFLE of the HOUSE No. 26, Middle Road, Entally, for the benefit of the FAMINE-STRICKEN ARMENIANS of JULFHA will be DRAWN at the GREAT EASTERN HOTEL, Calcutta, on the 12th of October next, at 11 A.M. Tickets—Rs. 10 each. Apply to Messrs. PAYNE & Co., Bombay.

N. V. CURRANEE & CO.

UNDERTAKE to LAND, SHIP, CLEAR, and FORWARD GOODS, PARCELS, and PACKAGES to EUROPE and INDIA, with QUICK DESPATCH and at LOW CHARGES.

RICHARDSON AND CO.,

IRON AND BRASS FOUNDERS, ENGINEERS, SMITHS, &c.

THE BYCULLA FOUNDRY AND ENGINEERING WORKS,

NESBIT LANE, BYCULLA.

ESTIMATES FURNISHED ON APPLICATION.

BYCULLA IRON WORKS.

Having become the Proprietors of these Works, we are prepared to undertake the execution of all description of IRON WORKS, CASTINGS, &c.

Estimates will be given, on application to Mr. Ed. Robson, on the premises, or by letter to our Offices, in Elphinstone Circle.

W. NICOL & Co.

MESSRS. BOURNE & SHEPHERD,

PHOTOGRAPHIC ARTISTS

OF

SIMLA AND CALCUTTA,

Have the pleasure to announce that a branch of their business

WILL BE OPENED IN

BOMBAY,

ON 1st NOVEMBER 1871,

on the premises in RAMPART ROW, recently vacated by the National Bank of India.

G. NICOLL & Co.,

SADDLERS AND HARNESS MAKERS,

30, MEADOW STREET,

BOMBAY,

AND EAST STREET, POONA.

SADDLERY AND HARNESS OF EVERY DESCRIPTION ALWAYS ON HAND.

Orders immediately attended to.

N.B.—HARNESS AND SADDLERY REPAIRS CAREFULLY AND PROMPTLY EXECUTED.

ROWLAND AND CO.,

SADDLERY AND HARNESS ESTABLISHMENT,

19, MEADOW STREET AND RAMPART ROW, FORT, BOMBAY.

(Next Door to Jaffer Sulliman's Bazaar.)

Every description of SADDLES, BRIDLES, HARNESS, and WHIPS, always on hand.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

RUSSELL AND CO.,

BOOT AND SHOE-MAKERS,

EAST STREET, POONA,

AND

24, MEADOW STREET, BOMBAY.

PRICE LIST and DIRECTIONS for SELF-MEASUREMENT forwarded FREE on application.

RUSSELL AND CO.,

BOOT AND SHOE MAKERS,

NO. 24, MEADOW STREET, BOMBAY.

JUST received, via Overland, a large assortment of GOODS, manufactured expressly for them, comprising as follows:—

Ladies' Glove Kid Military Heel Boots.
„ „ „ and Patent Leather Boots.
„ „ Coloured French Cashmere ditto.
„ Black ditto ditto ditto.
„ „ Kid and Patent Leather Shoes, with Cromwell Rosette and Buckles, Walking Shoes.
Gentlemen's All Patent Leather Chelsea Boots.
„ Enamel Leather, Garibaldi Boots,
„ French Calf and Kid ditto.
„ Buckskin Boots.
„ Canvas Elastic Boots and Shoes.
„ Racquet Shoes, India rubber Soles.
Sundries.

Racqueting and Cricketting Kit, Gaiters, Silk Umbrellas, Hunting and Riding Whips, Regulation Steel Brass, and Plated Spurs, &c., &c.

N.B.—All Orders from Outstations must be accompanied with remittance or reference for payment.

Directions for Self-measurement and Price List forwarded on application.

RUSSELL & Co.

ROBERT BROWN,

PLUMBER AND BRASS FOUNDER,

22, MARINE STREET, FORT,

BEGS to call the attention of ARCHITECTS, ENGINEERS and others to his well selected STOCK of SANITORY and other FITTINGS. Parties requiring the supplying or fixing of the same, will find it advantageous to have them direct from the Tradesman, whose confidence is based on his own practical knowledge attained by many years' experience. The undermentioned are a few of the articles, whose prices or estimates can be given:—

SANITORY WORK.

English Pan Valve Water Closets.
Shank's Pan Valve Water Closets.
Jenning's Pan Valve Water Closets.
Hooper's Pan Valve Water Closets, for native use.

Cradle or flat back Urinals, with Jenning's self-acting tradle arrangements.

Lavatories with all fittings complete, of very superior Patterns, Baths, Pumps, &c.

ZINC WORK.

Ornamental O. G. Gutters, made from any sketch they may be sent, Roof Caps, Ridging, Cresting, &c.

CAST IRON WORK.

Cast Iron Piping for Rain Water or underground purposes.

BRASS WORK.

Brass Valves and Cocks of all descriptions, and all material required for Sanitory or Irrigation purposes.

Illustrated Books or Loose Sheets can be sent for selection of Patterns on application, and to be returned after inspection.

FRESH ARRIVAL OF

FASHIONABLE MILLINERY.

UXBRIDGE HOUSE, BYCULLA.

AND

EAST STREET, POONA.

MRS. LAKE has just received "Overland," per P. and O. Co.'s s.s. INDUS,

A CHOICE SELECTION OF MILLINERY, &c.,

For the POONA SEASON, consisting of—

Bonnets, Hats, Flowers, Feathers, Hair Chignons in every shade, Frizettes, Pads, &c.

Silks, Satins, Reps, Prints, Cambrics, Velveteen, Black Velvet, &c.

Ball Dresses in great variety, Camisoles, Lace sets, Mantles, Velveteen Jacquettes, Ball Room Fans, Lace Tunics, and Flounces and Corsets of best manufacture.

LADIES' BEST KID GLOVES.

EVERY REQUISITE FOR WEDDINGS CONSTANTLY ON HAND.

CHILDREN'S AND INFANTS' CLOTHING, &c., &c.

THE GOODS WILL BE OPENED THIS WEEK AT POONA.

Wedding and Mourning Orders carefully attended to.

LADIES' OWN MATERIALS MADE UP.

Orders from Outstations must be accompanied by a Remittance for Payment in Bombay.

"UXBRIDGE HOUSE," BYCULLA, AND EAST STREET, POONA.

Bombay, 12th July 1871.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Terms of Advertising may be learned on application to the Manager "Bombay Gazette" Press.

"Bombay Gazette" Press, 1871.

WINES, SPIRITS, BEER, &c.

BOUNEVIALLE AND SIBILLE,

WINE AND

GENERAL COMMISSION AGENTS,

BOMBAY, No. 9, HUMMUM STREET, FORT.

BORDEAUX, No. 29 ALLEES DE TOURNY.

FRESH ARRIVAL OF [illegible] PER P. & O. STEAMER NUBIA.

		Qts.	Pts.
CHATEAU LAROSE (our own brand)	per doz. Rs.	14 0	7 8
St. JULIEN MEDOC ditto	do	10 0	5 8
CLARET—Ordinaire (L. Assemat)	do	6 0	...
Do Szegszardi, Hungarian	do	...	8 6
Do Hermitage (a good after-dinner Wine)	do	28 0	...
Do Barsac (White)	do	18 0	...
Do Chablis do	do	18 0	...
Do Chateau Margaux	do	28 0	...
BRANDY—Exshaw, No. 1	do	25 0	...
Do do No. 2	do	20 0	...
Do Hennessy 3 stars * * *.	do	28 0	...
Do do 2 do * *.	do	24 0	...
Do do 1 do *	do	21 8	...
Do Denis Mounie	do	21 0	...
Do Martell	do	21 0	...
Do Pinet Castillon	do	21 0	...
And other well-known Brandies.			
SHERRY—Chillingworth's	do	25 0	...
Do "Flying Horse" brand	do	18 0	...
PORT—Chillingworth's	do	25 0	...
Do Graham's	do	18 0	...
CHAMPAGNE—Jaquesson's	do	30 0	...
OLD TOM—Swaine and Boord's	do	15 0	...
HOLLANDS GIN—15 quart bottles	do	23 8	...
IRISH WHISKEY	do	16 0	...
VERMOUTH	do	...	7 0
JAMAICA RUM	do	18 0	...
BEER—Bass's, bottled by Stone	do	5 12	3 12
Do Tennent's	do	4 12	3 0
GUINESS'S STOUT	do	5 0	3 8

Also on hand, BEER by Alsopp, Atkins, &c.

Orders from Up-country for Goods of all descriptions will be promptly and carefully attended to.

Messrs. B. & S. have the pleasure to inform Messes, Clubs, and the Trade, that they can, if desired, address their Orders direct to their Bordeaux House.

RENNIE, SCOVELL, and Co. have now received a FURTHER SUPPLY of Mr. AYALA ALBRECHT'S CHATEAU D'AY CHAMPAGNE.

Quarts, per 1 doz. Case	Rs. 30
Pints, „ 2 „	„ 32

They have also for Sale, Messrs. T. R. DUNKIN and SON'S BRANDIES.

CHAMPAGNE COGNAC, at	Rs. 22 per dozen.
VIEUX „	„ 17 „

Bombay, 18th September 1871.

FOR SALE, at the Godowns of the Undersigned—

CUNLIFFE, DOBSON & Co.'s	
Brandy	Rs. 25 per doz.
Sherry	„ 25 „
GORDON'S	
Brown Sherry	„ 24 „
COYLE & Co.'s	
Pale Dry Amontillado Sherry	„ 27 „
LARRONDE FRERE'S	
St. Julien	„ 12 „
Margaux	„ 15 „
Chateau Lafite	„ 20 „
Superior Old Cognac	„ 25 „
HUDSON & HORNYICK'S	
Pale Dry Sherry	„ 18 „
W. McEWAN'S	
Beer, Quarts	„ 4½ „
Ditto Pints	„ 2½ „

REMINGTON & Co.

HOTELS.

CLARENDON HOTEL, MATHERAN.

MR. S. M. DE SOUZA, the Proprietor of the above Hotel, begs to announce that the HOTEL is now OPEN for the RECEPTION of VISITORS. It has excellent accommodation, and situated on the best site on the Hill.

Beer, Wines, Spirits, &c., of the best quality are supplied with moderate charges, and great care is taken of the Visitors.

HOPE HALL HOTEL, MATHERAN.—Mr. P. MENDOSA, the Proprietor of the Hope Hall Hotel, begs to announce to the Ladies and Gentlemen, that he has RE-OPENED the HOTEL, which is so well known for its excellent accommodation.

Superior Articles are always supplied at moderate rates, and great care is taken for the comfort of the Visitors.

The Terms of the Charges are reduced.

Middle Cross Road, Louisa and Alexandra Points.

GREAT EASTERN HOTEL, WINE & GENERAL PURVEYING COMPANY (Ld),

~~CALCUTTA AND ALLAHABAD.~~

UNDER EXPERIENCED EUROPEAN MANAGEMENT.

First Class ACCOMMODATION; with WINES, SPIRITS, and BEER of the best quality only, at reasonable prices.

OPENING OF THE CHOWK HOTEL, MATHERAN.

JEEWANJEE & Co., the Proprietors of the CHOWK HOTEL, MATHERAN, in thanking Visitors for the very liberal Patronage extended to the Hotel in former Seasons, beg to intimate that they will RE-OPEN the Hotel on the 5th of OCTOBER.

The Chowk Hotel is the highest Bungalow on Matheran Hill, and is therefore well exposed to the breeze. There is a large Verandah, from which the view is very extensive and pleasing, and also an excellent Billiard Table. Attached to the Hotel is a fine range of Bedrooms, and the furnishing and thorough cleanliness maintained will, the Proprietors hope, continue to secure the comfort of Visitors and afford satisfaction. Care is taken to keep on stock a good supply of Wines, Spirits, &c., of the first quality.

TERMS as before—Rs. 6 per Day.

JEEWANJEE & Co.

ENGLISH HOTEL,

BRITISH HOTEL LANE,

APOLLO STREET.

THIS Hotel is fitted up and furnished in the most complete manner; no expense has been spared to render it the most commodious and comfortable Establishment both for Gentlemen and Families to be found in Bombay.

The Sleeping Apartments and Sitting Rooms are replete with every convenience, and the strictest regard is paid to cleanliness throughout the premises. The Table will be found to be abundantly supplied with viands of unrivalled excellence, and the Culinary Department is under the immediate supervision of the Proprietor.

The Wines, Liquors, and Beer are of the very best description, supplied from the most celebrated houses in the London and Continental Markets. The Proprietor confidently recommends this Establishment to the patronage of Travellers and Residents, all of whom may be accommodated with the comforts of a home at moderate charges.

The Hotel is pleasantly situated, and within five minutes of the Railway Station and the Apollo Bunder.

PESTONJEE BAPOOJEE, Proprietor.

THE ESPLANADE HOTEL,

WATSON'S BUILDING,

BOMBAY.

SITUATED in the most central part of Bombay, facing the Sea, within five minutes' walk of all the Government, Merchants', and Public Offices, both Railway Stations, the Band-stand, and adjoining the Apollo Bunder, where the Mails are landed and Passengers embark for Europe.

There are three Floors of very lofty Apartments, containing upwards of 120 BED ROOMS, and BED and SITTING ROOMS en suite—all furnished with the best description of ENGLISH FURNITURE, and with every necessary to ensure comfort.

On the First Floor are Public and Private Dining Rooms, sufficient to accommodate upwards of 200 Guests; a Reading Room, and Public and Private Billiard Rooms, furnished with five of Thurston's best Tables.

The Table is liberal, and the Wines are of the highest class.

Travellers by the B. B. and C. I. Railway should book to the Marine Lines Station, and by the G. I. P. Railway to the Boree Bunder Station.

Carriages and Servants from the Hotel wait the arrival of each Train.

The ESPLANADE is the only Hotel in Bombay that is conducted entirely by Europeans, and it is patronised by all the English and Foreign Nobility visiting India.

W. MAULE,

Manager.

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY,

22, Apollo Street, opposite the Secretariate,

Beg respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the Public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition for the bottoms of steam-vessels, and every description of engineering plant for the repairs of steamers, &c., &c. All articles supplied will be of the best quality and at moderate rates, and orders will meet with prompt execution, and be carried out in a manner which, they trust, will meet with approbation and a continuance of favours. A few articles on hand enumerated below, which may meet with attention:—

Kerosine Oil, best quality.
Best Europe Canvas, Nos. 1 to 4, at 6 Annas 6 Pies per Yard.
Peacock's and McInnes's Anti-fouling Composition.
McDougall's Disinfecting Powder.
Taps and Dies (Whitworth's), complete in cases.
Low Moor Iron Bars, Plates and Rivets.
Iron, English, Swedish, and Yorkshire, of every description.
Best Trieste Flour in barrels, at Rs. 21 a barrel.
Copper and Brass Pipes of sizes.

Roman and Portland Cement in Casks.
Corrugated Iron.
Jim Crows.
Smiths' English Bellows.
Floor Cloth.
Rollers, Skins.
Bundling Twine.
Paint Oil, of various sorts.
Wire Netting.

Fire Engines complete.
Patent Water Closets.
Traversing Screw Jack.
Belting of sizes.
Clear Cloth.
Paper for Mill use.
Iron Tanks of sizes.
Fire Bricks.
Perforated Zinc Sheets.

N.B.—The Trade supplied at moderate rates.

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

MARKET steady at quoted rates.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares.	Noml. value ⅌ sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. c.		
10,000	100	all	4 p.ct.	Agra Bank	90
22,000	1,000	all	8 p.ct.	Bank of Bengal	1,400 nl.
10,000	500	all	8 p.ct.	Do of Bombay New	650
10,000	500	100	6 p.ct.	Do 2nd Res. Issue	182½
15,250	1,000	all	6 p.ct.	Do of Madras	1,400
10,000	250	all	4 p.ct.	Chartered Mercantile Bk. of I. L. & China	270
40,000	275	all	10 pct.	Hong. & Shanghai Bank	360 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C	150
37,000	200	125	Nil.	National Bank of India	90
10,000	250	all	12 do.	Oriental Bank	475

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 30th Sept. 1871.

Open 326½ Miles.

	Rs.	a.	p.
Coaching	34,416	6	9
Merchandise	33,844	14	7
Electric Telegraph	424	0	0
Total Rs.	68,685	5	4

Corresponding week in September, 1870.

Open 312 Miles.

	Rs.	a.	p.
Coaching	32,827	10	3
Merchandise	32,424	3	6
Back-bay Earth Trains	291	14	0
Electric Telegraph	256	0	·
Total Rs.	65,799	11	9
Increase	2,885	9	7

BOMBAY GOVERNMENT TELEGRAPH OFFICE—4TH OCTOBER, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 3rd October, 6-19 P.M., Greenwich time. Time in transit, 18 hours 15 minutes.

Via Turkey, 3rd October, 4-25 P.M., Greenwich time. Time in transit, 38 hours 48 minutes.

Via Red Sea, 4th October, 12-15 P.M., Greenwich time. Time in transit, 3 hours 22 minutes.

Latest dates from Continent of Europe.

Via Turkey, 3rd October, 4-40 P.M., Greenwich time. Time in transit, 18 hours 50 minutes.

Via Red Sea, 4th October, 11 A.M., Greenwich time. Time in transit, 3 hours 25 minutes.

Latest dates from America.

Via Russia, 4th October, 12-36 A.M., Greenwich time. Time in transit, 2 hours 9 minutes.

Via Red Sea, 4th October, 4-13 A.M., Greenwich time. Time in transit, 4 hours 21 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 3rd to 9 P.M. of the 4th October is as follows:—

To Bombay.	Max.		Min.	
From Kurrachee	4	25	0	1
,, Calcutta	1	20	0	2
,, Madras	1	36	0	2
,, Galle	9	15	4	35

TELEGRAPH LINE REPORTS.

KURRACHEE, 4th Oct., 9 P.M.—Latest dates from United Kingdom, via Russia, 4th Oct., 10-12 A.M.; via Turkey, 2nd Oct., 4-25 P.M. From Continent of Europe, via Turkey, 2nd Oct., 5-5 P.M. From America via Russia, 2nd Oct., 12-36 A.M. Cable right to Fao; Turkish line right to Pera; Persian line right to London.

SHIPPING.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
4	Alice Ritson	Matches	Cochin.
	Pearl (s)	Morrison	Malabar Coast.

The ship Adelaide, Arcus, to Rangoon, obtained her port clearance yesterday.

The following vessels began to load yesterday:—
Steamer Kurrachee, to Kurrachee.
Ship Maria Stella, to Aleppy.

HOOGHLY.

ARRIVALS.

Sept.
30 Vixen (s) .... Keay .... London, Aug. 19.
Fazel Currim .... Nacoda .... Muscat, Sept 2.
Oct.
1 Penang (s) .... Smart .... Moulmein, Sept. 23.
China (s) .... Gardiner .... Hongkong, Sept. 14.
Virago (s) .... Brown .... London, Aug 9.

DEPARTURES.

Sept.
30 Scotia (s) ....
Lochlomond ....

DAILY IMPORTS.—4TH OCTOBER.

FROM LIVERPOOL.

Euxine (s), 10 cases sherry and 10 cases champagne, Aldridge & Co; 5 cases cutlery, Grendon Tippet & Co.

FROM LONDON.

Conflict, 978 cases brandy, Alsen, Riebe, & Co.

Euxine (s), 12 cases orange wine and 5 cases ginger wine, Bolton & Co.

Erl King (s), 20 cases sulphate of copper, Landing and Shipping Agency; 31 bales paper, N & B Wadia.

DAILY EXPORTS.—4TH OCTOBER.

FOR LIVERPOOL.

Canute, 72 bales cotton, D Cursondas.

Callirhoe, 5 bales cotton, H Premchund.

Pericles (s), 25 bales cotton, L Datoo; 50 bales wool, N Runchordas.

Baghdad (s), 50 bales cotton, V Jewraj; 60 bales cotton, O Bhimjee; 200 bales cotton, K Bhawanjee; 66 bales cotton, D Merwanjee; 67 bales wool, M Jetha & Co; 100 bales cotton, L Nursey.

Euxine (s), 500 bales cotton, Ralli Brothers; 100 bales cotton, K Hurridas; 3 bales cotton, E D Sassoon; 59 bales cotton, R Vussonjee; 11 bales cotton, George Lockhart & Co; 81 bales cotton, T Goolabchund; 49 bales wool, P Kessowjee; 88 bales cotton, S Dewjee.

China (s), 51 bales wool, R Hubibbhoy; 15 bales wool, R Khimjee; 16 bales wool and 2 cases fishmaws, R Mahomed; 52 bales cotton, G Runchord; 40 bales wool, J O Yajuck; 120 bales wool, M Toolseydass; 34 bales wool, D Ruttonsey; 25 bales wool, K Nensee.

Delhi (s), 290 bags wheat, Stearns, Hobart, & Co.; 125 bags saltpetre, P Vagjee; 250 bales cotton, George Lockhart and Co.

FOR LONDON.

China (s), 130 pieces E teeth, R G Mahomed; 60 bundles E teeth, H S H Abdoola; 76 packages coffee, H A Essak; 16 packages coffee, H G Husson and Co

Delhi (s), 81 bundles hides, C Nansee

FOR TRIESTE.

Delhi (s), 100 bales cotton, Gaddum and Co

FOR SUEZ.

China (s), 92 packages dry ginger, R Abraham

FOR HONGKONG.

Ellora (s), 11 chests M opium, E D Sassoon

FOR SHANGHAI.

Ellora (s), 18 chests M opium, C Bomanjee; 2 chests M opium, B Sewdass.

WEATHER REPORTS.

CARWAR, 4th Oct, 9 AM—Weather cloudy, wind light, thermometer 75, barometer 29·95.

CANNANORE, 4th Oct, 10 AM—Weather cloudy, wind north-west, thermometer 76, barometer 30·020, rainfall 28 cents.

VINGORLA, 4th Oct, 10 AM—Weather clear, wind north-west, thermometer 85.

MANGALORE, 4th Oct, 11 AM—Weather rainy, thermometer 89, rain 1 inch 1 cent.

TUTICORIN, 4th Oct, 11 A.M.—Weather fine, wind south-east, thermometer 87, barometer 29·780.

MILITARY.

ARRIVALS.—OCTOBER 4.

Banks, Ensign, 2-24th Regiment, on medical certificate, from Secunderabad.

Balls, Ensign, 49th Regiment, on duty, from Poona.

Peters, Assistant Surgeon, Medical Department, on leave, from Belgaum.

Yeldham, Captain, 18th Hussars, on leave, from Secunderabad.

POONA DIVISION ORDERS.

BY MAJOR-GENERAL J. T. GRANT, C. B.,
Commanding Poona Division of the Army.
Poona, 3rd October, 1871.

The undermentioned officer has obtained leave:—

25th Regiment N L I—Captain Hore, for 30 days, from date of departure, on privilege leave.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, Sept. 30.)

HOME DEPARTMENT.

Mr C E Chapman, of the Civil Service, to whom furlough was granted for ten months in the Notification of this Depart, No. 1509, dated the 20th March last, embarked for Europe on the 15th April 1871.

Appointment.—Abdul Rahim, Dep Col in the Settlement Dept, Central Provinces, to be extra Asst Comr, 3rd class, in those Provinces, with effect from 4th April 1871.

Mr H L Dennys, Extra Asst Comr, 4th class, and offg extra Asst Comr, 3rd class, Cen Prov., is confirmed in the latter appointment with effect from the 1st Aug 1871, vice Mr S H Hennessy, appointed Asst Comr.

Lalla Gurparshad, Offg Extra Asst Comr, 4th class, is confirmed in his appointment with effect from the above date, vice Mr Dennys.

Moung Shwe Zi to be an Extra Asst Comr, 3rd class, 3rd grade, in the British Burmah Commission, with effect from 1st July 1871.

Asst Surg B T Suffrein, Offg Supt of the Rangoon Central Jail, is permitted to resign his appointment, and his services are re-placed at the disposal of the Mil Dept.

Mr H B Medlicott, Depy. Supt in the Geological Survey of India, has been granted by H M's Secretary of State for India an extension of leave, on medical certificate, for the period of six months.

The services of Dr. H. F. S. Warth, Senior Analyst of the Inland Customs Dept., are placed at the disposal of the Govt. of the Punjab.

Mr. W. Synnott, Patrol, Delhi Division, Inland Customs Dept., and at present offg as Collr of Customs, Hissar, is appointed Personal Assistant to the Comr. of Inland Customs in the room of Mr R J Whitten, promoted.

FOREIGN DEPARTMENT.

The leave of absence for sixty days granted to Lt J. Colledge, 1st Squad Sub, 2nd Regt, Central India Horse, in the Notification of this Depart, No 220 M, dated 8th Sept 1871, is at that officer's request hereby cancelled.

H E the Vicy and Gov Genl in Council is pleased to recognize the appointment of Mr. F. Gerlac as Consul for the German Empire at Akyab.

H E the Vicy and Gov Gen in Council is pleased to recognize the appointment of Mr J Smidt as Consul for the German Empire at Calcutta.

H E the Vicy and Gov Gen in Council is pleased to recognize the appointment of Mr B A Dickmann as Consul for the German Empire at Rangoon.

Leave—Capt H M B Burlton, Asst Cant Mag, Morar, is granted one month's privilege leave from 3rd Oct 1871.

Appointment.—Maj W Carnell, Comdt of the Erinpoorah Irregular Force, is confirmed in his appointment of Political Supt of Serohi with effect from the 6th Dec 1870.

Appointment.—Col J Watson, C B and V C, Comdt of the Central India Horse, to be also Political Agent in Western Malwa in the room of Col D M Probyn, C B and V C, who has been promoted to the rank of Maj-Genl.

Col Watson received charge of both appointments on the afternoon of the 15th Sept 1871.

FINANCIAL DEPARTMENT.

Mr T W Biss received charge of the office of Asst Comptr Genl from Babco Shama Churn Dey on the forenoon of the 16th inst.

Mr H A Mangles, Offg Acct Genl, Bengal, is allowed privilege leave for one month.

Mr W Clerk is appointed to take charge of the office of Acct Genl, Bengal, without being relieved of his duties as Offg Deputy Acct Genl.

Mr R W Lodwick, Offg Acct Genl and Comr of the Dept of Issue of Govt Paper Currency, Madras, availed himself on the forenoon of the 9th inst of the privilege leave granted to him on the 15th June 1871.

Dr K B Stuart resumed charge of his duties as Surg to the artificers of the Mint and the officers of the Customs Preventive Service on the forenoon of the 15th inst.

Surg H K Busteed, MD, Deputy Assay Master of the Calcutta Mint, availed himself on the afternoon of the 9th instant of the privilege leave granted to him on the 8th idem. The leave will date from 10th Sept, instead of 11th, as stated in the notification of this Dept, No 3407, dated the 8th inst.

MILITARY DEPARTMENT.

With reference to the notification issued by the P W Dept No. 363, dated 23rd Sept 1871, the services of Lt E. Harvey, of the R E, Asst Engr, 2nd grade, P W Dept, are placed temporarily at the disposal of H E the C in-C.

H E the Gov Gen in Council is pleased to make the following appointment:—

Brig-Genl R O Bright, C B., temporarily employed on the brigade staff, to be brought permanently on the establishment, with effect from the 25th Aug 1871, in succession to Brig-Genl P W MacMahon, CB, who vacates his appointment, having over-stayed his leave to Europe on medical certificate.

The following Military letter (No. 219) from the Right Hon the Secretary of State for India is published for general information:—

India Office, London, the 22nd Aug 1871.

To His Excellency the Right Hon the Govr Genl of India in Council.

My Lord,—I have considered in Council your Lordship's letter, dated the 30th of June, No 170, and I approve of the proposal that Hon Asst Surgs should be granted passages on the same terms on which they are allowed to military officers of similar relative rank in civil employment.—I have, &c., ARGYLL.

G G O No. 802, dated 14th Sept. 1871, placing the services of Captain J Finnis, of the Bengal Staff Corps, Qr Mr 3rd Punjab Infantry, temporarily at the disposal of H E the C-in-C, is hereby cancelled.

The undermentioned officer is admitted to the Bengal Staff Corps, with effect from the date specified, subject to the confirmation of the Right Hon'ble the Secretary of State for India:

Ens Cathcart William Monypenny, of the 2nd Bat. 10th Foot, 2nd Wg Sub, 2nd Reg. N L I,—29th July 1870.

Ens C W Monypenny, of the 2nd Bat, 10th Foot, 2nd Wg Sub, 2nd Regt N L I, admitted to the Bengal Staff Corps in G G O No. 835 of this date, will rank as Lt in that corps under the operation of paragraph 84 of G G O No 332 of 1861 with effect from the 29th July 1870, subject to H M's approval.

With reference to G G O No 41 of the 10th Jan 1870, Capt A J Nicholson, of the General List, Infantry, who was promoted to the rank of Capt from the 18th July 1871, is permitted to retain his appointment of Qr. Mr of the Corps of Guides, Punjab Frontier Force.

H E the Govr Genl in Council is pleased to make the following appointment:—

Hyderabad Contingent, 2nd Infantry—Lt J T Cummins, Offg Wg Sub, to be Wg Subaltern, vice Capt R F Doig, deceased, but to officiate as Adjt until further orders.

The undermentioned officers are permitted to proceed to Europe on furlough on private affairs.

Lt-Col Charles Stephen Fowle, of the Ben S C, 2nd in Comd and Wg Officer, 36th (The Bareilly) Regt N I,—for two years, under the Regulations of 1868, embarking at Bombay.

Lt-Col William Henry Stubbs, of the Ben S C, Comdt, 4th Regt N I,—for two years, under the Regulations of 1868.

That portion of G G O No. 535 of the 14th June 1871, which announces the return from England of Lt.-Col. (Bt Col) J. M. Cripps, of the Bengal Staff Corps, Depy Commr., Punjab, is cancelled.

Col Cripps rejoined from furlough on the 26th Feb 1871.

With reference to the notification issued by the Government of Bengal, dated 19th Sept 1871, the services of Surg S C Amesbury, late Offg Principal Asst to the Opium Agent of Behar, are replaced at the disposal of H E the C-in-C.

The undermentioned Officer and Warrant Officer have reported their return from England:

Apothecary J. H. Lockwood, of the Sub Medl Dept—arrived at Bombay on the 31st August 1871.

Lt.-Col, Bt. Col., T. Wright, C.B., of the Ben S C, Comdt, 11th Ben Cav, Lancers, now Depy Adjt. Genl.,—arrived at Bombay on the 7th Sept. 1871.

ERRATUM.—In G. G. O. No. 756 of the 31st Aug. 1871, notifying the arrival of Lt. G. N. Channer, of the Ben S C, Qr Mr., 2nd Regt N. L. I., for "22nd July 1871" read, 22nd Aug. 1871.

Order Books to be corrected accordingly.

H. E. the Govr. Genl. in Council is pleased to make the following appointments:

East Indian Railway Volunteer Rifle Corps.—Jamalpore Companies.

No. 1—Ens James Mark Stewart to be Lt, vice Heenan, resigned.

No. 2—Sergt James Hope to be Ens, vice Stewart, promoted.

The appointment of the above officers is subject to their passing an examination in drill.

Ens S Bird has been permitted, at his own request, to resign his appointment in the Calcutta Volunteer Rifle Corps with effect from the 24th January 1871.

The following promotions are made, from the dates specified, under the operation of G G O No 632 of the 4th Aug 1864, paragraph 69, subject to H M's approval:—

Brevet—to be Colonels—Lt-Col Henry Duncan Twysden, Beng Inf,—9th Sept. 1871. Lt-Col William Roche Broome, Madras Inf,—30th Sept 1871

To be Captain—Lt John Randal Wilmer, Bengal Staff Corps,—22nd June 1871.

The undermentioned officers of the SC, having completed five years' service as substantive Lt Col, are promoted to the rank of Col by brevet from the dates specified, under the operation of the Royal Warrant dated 16th Jan 1861, clause 2, subject to H M's approval:—

Lt-Col Robert Unwin, Ben S C,—9th Sept 1871.

Lt-Cols Augustus Kitherdon, Madras S C; Barnett Ford, Madras S C; and Lewis Grant, Madras S C,—16th Sept 1871.

Lt-Cols Henry LePoer Trench, Ben S C, and Herbert Raban, Ben S C,—17th Sept 1871.

Lt-Col Alex Bagot, Ben S C,—18th Sept 1871.

Lt-Col Charles St George Brownlow, Ben S C,—26th Sept 1871.

Lt-Cols Percy Fortescue Gardiner, Ben S C; Charles Frederic Smith, Ben S C; and Albert Balcombe Beatson, Ben S C,—27th Sept 1871.

The undermentioned officer of the Bengal Staff Corps, having completed twenty-six years' service, is promoted to the rank of Lt Col from the date specified, under the provisions of G G O No. 808 of the 26th Sept 1866, subject to H M's approval:—

Major Benjamin George Vander Gucht,—20th Sept 1871.

The undermentioned officer of the Bengal Staff Corps, having completed twelve years' service, is promoted to the rank of Capt, from the date specified, under the provisions of G G O No. 808 of the 26th Sept 1866, subject to H M's approval:—

Lt George John Skinner,—16th Sept 1871.

The undermentioned officer is promoted to the rank of Col by brevet, from the date specified, under the operation of clause 8 of the Royal Warrant of the 31st Jan 1859, subject to H M's approval:—

Lt-Col George Markham Carter, Madras Inf,—3rd May 1871.

The following promotions are made in the undermentioned corps of the Native Army:—

22nd (Punjab) Regiment of Native Infantry—Jemadar Beer Singh to be Subadar, vice Sahib Ram, invalided; Jemadar Narain Singh to be Subadar, vice Doorgah Singh, invalided; Jemadar Secunder Khan to be Subadar, vice Jeemah Khan, invalided; Havildar Nutha Singh to be Jemadar, vice Beer Singh, promoted; Havildar Mustali Khan to be Jemadar, vice Narain Singh, promoted; Havildar Baz Khan to be Jemadar, vice Secunder Khan, promoted; and Havildar Peer Bux to be Jemadar, vice Mogul Khan, invalided.

The above promotions are to have effect from the 1st May 1871.

The following order, issued by the Resident at Hyderabad, is confirmed:—

Replacing, at his own request, the services of Asst Surg L C Nanney, of the Mad Medl Establishment, offg in medical charge of the 2nd Infantry, Hyderabad Contingent, at the disposal of the Govt of Fort Saint George.

PUBLIC WORKS DEPARTMENT.

Mr W Mackay, Asst Engr, 1st grade, Hyderabad, was allowed leave on medical certificate from the 1st to 22nd June last, both days inclusive.

Mr P Dejour is appointed to the P W D temporarily as an Ex Engr, 3rd grade, and posted to Bengal irrigation Branch.

The services of Lt E Harvey, R E, Ex Engr, 4th grade, Punjab, are temporarily re-placed at the disposal of the Mily Dept.

The following promotions are made by order of the Govr Gen in Council from 1st Sept 1871:—

Engineer Establishment.

From 2nd to 1st Grade Executive Engineer—Mr R C Dobbs, Mysore.

From 3rd to 2nd Grade Executive Engineer—Mr J H McRae, Rajpootana; Mr H F White, Central India; Mr D Scott, Oudh; Lt W P Tomkins, R E, British Burmah.

From 4th to 3rd Grade Executive Engineer—Mr W W Culcheth, Rajpootana; Lt S C Clarke, R E., Coorg; Mr R Gordon, British Burmah; Mr W H Dunn, British Burmah.

From 1st Grade Assistant to 4th Grade Executive Engineer—Mr H Gwyther, Central India; Mr F B Henslowe, Oudh; Mr G W MacGeorge, Central Provinces; Mr H W Clitt, Mysore; Beharee Lall, Central India; Mr J Whiting, Central Provinces.

From 2nd to the 1st Grade Asst Eng—Ens. D McLeod, Oudh; Mr W H Bonnaud, British Burmah; Mr D Wallace, Central Provinces; Mr T W Miles, Rajpootana; Mr A Valentine, Oudh; Mr S W Oates, British Burmah; Mr R Ring, British Burmah; Mr. A W deCretts, British Burmah; Mr E Le Lievre, Central India.

From Engineer Apprentice to 3rd Grade Asst Engineer.—Mr A Paezold, Rajpootana; Mr J T Rollo, Rajpootana.

Upper Subordinate Establishment.

From 2nd to 1st Grade Sub-Engineer—Mr H Bolton, Oudh.

From 3rd to 2nd Grade Sub-Engineer—Eknath Ram Chunder, Central India; Mr A Scott, Central Provinces.

From 1st Grade Supervisor to 3rd Grade Sub-Engineer—Mr J Spiers, Central Provinces.

From 2nd to 1st Grade Supervisor—Sergt W Causley, Port Blair; Mr T P Jones, British Burmah; Sergt W Cummings, Central India; Conductor B Scully, Mysore; Mr J W A Henry, British Burmah; Sergt C Wells, Central Provinces; Mr J Southon, Oudh; Mr C Collogher, Rajpootana.

From 2nd to 1st Grade Overseer—Wamun Anunt, Hyderabad; Ramgopaul Paul, British Burmah.

From 3rd to 2nd Grade Overseer.—Mr J S Spurgeon, Rajpootana.

Mr T H A Corrigan, Sub-Engr, 1st Grade, Central India, is reduced to the 2nd Grade.

Mr H Irwin, Ass Eng, 1st Grade, Central Provinces, has been granted by H M's Secy of State leave for six months in further extension of the leave granted him in P W D Notification No 212, dated 18th June 1870.

Mr A J Fox is appointed an Acct of the 3rd Grade on probation and posted to the Office of the Acct Genl, P W D, to fill an existing vacancy.

MADRAS ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Head Quarters, Ootacamund, 20th September 1871.

Surg C Robertson, M D, 1st Regt N I, and Asst Surg W Hanks, 36th Regt N I, are permitted to exchange appointments on relief of the 36th Regt.

The following orders are confirmed:—

By the Officer Comdg 2nd Bn 21st Foot, appointing Lt Hewat to act as Instr in Musketry to the battalion during the absence on leave of Lt Browne, or until further orders.

By the Comdt 10th N I, appointing Capt J B Leggett to officiate as Adjt without prejudice to his other duties, during the absence of Lt H F S Neill, proceeding to Calcutta on duty.

By the Officer Comdg Malabar and Canara, appointing Col Boyle, C B, 89th Foot, to assume command of the Garrison of Cannanore, vice Brig Genl Selby, on a tour of inspection; and Lt Col E L M Evans, S C, to act as Station Staff Officer at Cannanore during the absence on duty of the Brig Maj.

By the Comdt 16th N I, appointing Capt J B Reid, to officiate as Qr Mr without prejudice to his other duties, with effect from the 5th instant, vice Capt A Mears on leave.

By the Officer Comdg 5th Brig R A, appointing Capt and Adjt R C W Campbell to perform the duties of Qr Mr without prejudice to his other duties, from the 1st prox, as a temporary arrangement.

Leave of absence:—

Medical Department—1st class Apothy G Nicholls, 2nd Bn 24th Regt., from 1st Sept 1871 to 1st March 1872—Saint Thomas' Mount and Eastern coast, S C.

Medical Department—2nd class Apothy G F Carpenter, 76th Regt., from 6th Sept 1871 to 1st March 1872—Madras, S C.

60th Rifles—Ens G Astell, 3rd Bn, from 1st Sept to 31st Oct—Convalescent Depot, Murree, S C.

THE BOMBAY GAZETTE.

REDUCTION IN THE TERMS OF SUBSCRIPTION.

THE Government of India having announced that the Inland Postage on Newspapers will be reduced by one-half from the 1st October next, the *Bombay Gazette* will, from that date, be sent POST FREE to all Up country Subscribers, who will thus be put on an equa-footing with Town Subscribers.

From 1st January 1872, the uniform Rates of Subscription to the *Gazette*, for Town and Country, will be on the following reduced scale:—

	Uniform New Scale.	Old Scale. Town.	Country.
One year, *in advance*	Rs. 42	Rs. 52	Rs. 72
Half year ,,	,, 24	,, 28	,, 38
Three months ,,	,, 14	,, 16	,, 21
One Month ,,	,, 5	,, 6	,, 7-12

For a Weekly Subscription, in advance, of R. 1-8-0, the *Gazette* will, from 1st January, be delivered each morning at any address in town, or posted free to any address up-country.

New Subscribers whose names are registered before the end of the present year will be allowed a proportionate reduction for the period of their Subscription which falls within the new year.

THE BOMBAY GAZETTE OVERLAND SUMMARY.

ARRANGEMENTS have been made for altering the size of this paper to that of the *Pall Mall Budget*, on the arrival of Paper which has been ordered from home.

Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*, specially-written Money and Commercial Market and Freight Reports, Leading Articles on the principal topics of discussion in India, and all the Local and General Intelligence of the Week. The edition for Indian subscribers also contains the telegrams received from Europe during the Week. Annual subscription, POST FREE, to any part of India, Rs. 12.

Bombay Gazette Office, September 1, 1871.

THE BOMBAY PRICE CURRENT.

Published WEEKLY, on the Departure of the Overland Mail. for Europe.

Per Annum ....Rs. 10 0 0
Per Copy 0 4 0

Printed and Published at the Office of the *Bombay Gazette*.

The *Bombay Gazette* is now sent POST FREE to Subscribers in any part of India.

Subscription for One Year from October 1, 1871 .. ..Rs. 45

Subscription for One Year from January 1, 1872 .. ..Rs. 42

Bombay Gazette Office, 2nd October 1871.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

HEWLETT—October 4th, at the Esplanade, the wife of T. G. Hewlett, Esq., Surgeon, Bombay Army, of a daughter.

OTHER PRESIDENCIES.

BIRTHS.

CAMPBELL—September 26th, at Jullundur, the wife of Captain Wellesley Campbell, late 71st N.I. of a son.

ELLIS—September 30th, at Calcutta, the wife of H W W Ellis, Esq., late Deputy Magistrate of Jessore, of a daughter.

GRIGG—September 28th, at Fyzabad, the wife of Captain E E Grigg, Officiating Cantonment Magistrate, of a son.

HARRIS—September 28th, at Nynee Tal, the wife of Dr W P Harris, Civil Surgeon of Shahjehanpore, of a son.

HENDERSON—September 28th, at Mozuffurpore, Tirhoot, the wife of W H Henderson, Esq., Bengal Civil Service, of a son, who survived his birth only a few hours.

ROBINSON—September 26th, at Murree, the wife of Rev Alexander Robinson, Chaplain of Murree, of a son.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department" *Bombay Gazette* Office, Bombay.

The Bombay Gazette.

THURSDAY, OCTOBER 5, 1871.

THE announcement made in a recent telegram that Sir Hercules Robinson has been asked to stay another year in Ceylon, to carry out the proposed reform of the coinage in that colony, gives fresh interest to the papers published in the *Gazette of India* last month on the "Decimal Sub-division of the Rupee." Mr. Molesworth, the author of the scheme which has found favour with not only the Government but the people of Ceylon, is now Consulting Engineer for State Railways in India; and, fortified by the support of Lord Sandhurst and Colonel Strachey, he has suggested that the experiment of a decimal coinage may also be tried in India. The Government of India has invited the local Governments and Chambers of Commerce to give their opinions on the possibility and expediency of this project, and no doubt numerous objections will be raised to the change Mr. Molesworth recommends. Mr. Gay, indeed, the Deputy Comptroller General, has already taken the lead in denouncing a proposal to "revolutionize the whole "of the subsidiary coinage of the country." Mr. Molesworth's scheme, we should say, is a very simple one. He proposes to take the rupee as the unit of the currency, and leaving us, at all events for the present, the half and quarter rupee and the two anna piece, only to interfere with the existing coinage when he comes to deal with annas and fractions of annas. The rupee will be divided into a hundred parts, called cents; and, as a pie is 1-192nd part of a rupee, one cent will be equivalent to a fraction less than two pies, and the half cent, which is to be the smallest coin, will not differ appreciably from the pie. Colonel Strachey advises that the relative legal values of the old and new coins should be declared to be as follows:—

8 anna piece ... = 50 cents.
4 anna ,, ... = 25 ,,
2 anna ,, ... = 12½ ,,
Double pice or ½ anna ... = 3 ,,
Pice or ¼ anna ... = 1½ ,,
Half pice or ⅛ anna .. = 1 cent.
1 pie ... = ½ ,,

As long (he adds) as the old coins were in circulation, they should be receivable at the above rates, but the half pice, or ⅛ anna, should be withdrawn at once, as being not sufficiently near the 1 cent in value.

Colonel Strachey can have given very little thought to the calculation of these rates, or he must have perceived that the Legislature would find it difficult to sanction such inconsistent values for the new copper coins, without seriously injuring the interests of the poorer classes by whom those coins would be chiefly used. The great thing to be avoided, as it seems to us, in introducing a new coinage, is the substitution of coins of less intrinsic value and, consequently, of less purchasing power, for the common copper coins which are used in the payment of labourers' wages; for, in spite of legal enactments, wherever there is anything to be gained by the use of one coin in preference to another, the employer of labour will reap the benefit, and the workmen will be the losers. Now Colonel Strachey, for the lowest coin of his series, sinks the difference between a pie and half a cent, to the advantage in this instance of the poor man, who might get 200 half-cents for a rupee and find each of these little coins worth as much as a pie of which there are only 192 in the rupee. But the cent, on the other hand, will be worth only ⅛ anna, or a half-pice; that is to say, it will take 128 of these coins to equal a rupee in purchasing power. The labourer, therefore, who gets 100 cents of change for a rupee, will find himself much worse off than he is at present if each of the new coins only goes as far as a half-pice in buying food for himself and family. If the pice, or quarter anna, be declared equal to 1½ cent, and the double pice, or half anna, to 3 cents, then, by this calculation, we have again, as in the case of the pie, only 96 cents to the rupee, so that the labourer would with these coins gain four cents on the rupee; but, for that very reason, he would not be likely ever to get half annas from people understanding much better than he could possibly do the difference in value of the various coins. Then, again, though there is no such coin as the *anna*, calculations are always made as if there were such a coin in existence; and it is obvious that, if three cents only are to be exchangeable for half an anna, while the two anna piece is to be reckoned worth not 12, but 12½ cents, the ignorant man will always get his own pay in two-anna pieces, and be called upon to pay other people in half annas. There is no end, however, to the inconveniences of a coinage which would give us half-anna pieces that were, and at the same time were not, the fourth part of two-anna pieces.

We have dwelt upon this objection at what must seem tiresome length, because the advocates of a decimal coinage are apt, in their admiration of the ease with which accounts can be kept by their system, to overlook or underrate the practical difficulties attending the introduction of a new copper coinage in all the retail transactions of the country. Certainly, so far as book-keeping goes, there can be no possible objection to the substitution of a decimal coinage for rupees, annas, and pies. Englishmen in India find the present system of reckoning an awkward one; and it has not that hold on their sympathy which is enjoyed by the familiar pounds, shillings, and pence of our boyhood. It is a curious circumstance, too, as far as the natives are concerned, that, in the whole of Western India at all events—in Kattywar, Guzerat, and Malwa, as well as throughout the Bombay Presidency—it is still the native practice to keep accounts in rupees and *dokras*, the dokra being an imaginary coin equal to one-hundredth part of a rupee, that is, to Mr. Molesworth's cent. The annas and pies are slowly gaining ground even among native book-keepers; but the decimal system is the ancient system of the country, and it is only in danger of being overthrown by a cumbrous modern innovation. We should not, therefore, be offering native traders anything new, but only reviving a good old practice which should never have been interfered with, if we altered our coinage so that it would be the most obvious and convenient mode of keeping books to make use of the decimal system. But it is not proposed to make changes in the Indian coinage for the convenience of people who keep books. What is desired, or what our rulers ought to desire, is to carry out only such reforms as will be acceptable to the mass of the population, who know nothing of the bookish method of counting by rupees and dokras, but have always had dealings in rupees, annas, and pies. The silver coinage, too, under the new system is to be left untouched, so that really the only persons who have any interest in Mr. Molesworth's scheme are those who are in the habit of using the copper coinage of the country, and they are not likely to gain by having all the "subsidiary coinage" of India thrown into confusion for years to come.

None of these questions are purely financial, they have their political aspect also; and the question is, whether the uniformity Lord Sandhurst covets may not be too dearly bought at the cost of the discontent of all the labouring classes of the population. In Ceylon Mr. Molesworth's scheme has been welcomed, because there the rupees, annas, and pies had not been naturalized, and the natives were thrown into a state of perplexity by the complication of the English and Indian systems of coinage. But we doubt if the existing system can be easily superseded here now; and, if there is any doubt about the matter, India is not a country to try experiments in. Colonel Strachey, laying down the law on this subject, says—"What we have to "do is to see that the coins we issue will really "be convenient, and this can only be ascertained "by appealing to reason guided by experience, "and not by interrogating ignorance and "its consequences. It is always reasonable "to consider how ignorant people can be "best got to leave off habits the results of ignorance; but beyond this I, for one, will never be "concerned in suggesting the adoption of "anything which I know to be bad, only "because it is in harmony with something "else which I also know to be bad." These harsh and arrogant sentiments do not, we are happy to believe, coincide with the general policy of the Government of India. The highest statesmanship is shown, not in despising the ignorance of the vulgar, and thrusting upon them reforms which we believe to be needed to carry out our own theories of what is best, but in refraining from unnecessarily disturbing institutions which work well and which do not offend the moral sense or interfere with the material progress of the country. The Secretary of State has, we think, judged wisely in vetoing the Weights and Measures Bill, and requesting that any new bill of that kind which is passed by the Legislative Council of India may be merely permissive; and, with respect to the contemplated changes in the coinage also, the Financial Department would be well advised if it let itself be guided for once by the old maxim, *quieta non movere.*

BETWEEN the 31st May and the 15th September the surplus of Government of India promissory notes re-transferred to this country, after deducting the amount enfaced for payment in London and transferred home during the same period, amounted to more than a million sterling. On May 31, the balance against India on this account was 338 lacs; and, by July 15, the balance had been reduced to 279 lacs. Since the latter date the movements have been as follows:—

	Enfaced from India.	Re-transferred from London.
From 16th to 31st July 1871	10 lacs.	20 lacs.
,, 1st to 15th August	2	13
,, 16th to 31st ,,	6	21
,, 1st to 15th September	2	13
	20	67

Balance in favour of India in the two months, 47 lacs.

The net balance against India on exchange operations in Government paper had, therefore, been reduced, by the 15th ultimo, to 279 less 47, or 232 lacs of rupees.

IT is reported that the Hon. Mr. Cockerell intends to take leave for two years in December next.

THE LIEUTENANT-GOVERNOR OF BENGAL arrived in Calcutta on Friday evening, at a quarter to eight o'clock.

BRIGADIER-GENERAL P. W. MACMAHON, C.B., has vacated his appointment by overstaying his leave in Europe on medical certificate.

MR. MARK FRYAR, the Mining Engineer for Government, is at present on his way to the Tennasserim provinces, in British Burmah, to examine some metaliferous deposits which are said to exist there.

AT the end of August the total cash balances in the Government treasuries in India amounted to Rs. 17,75,13,569. At the same date last year the cash balances stood at Rs. 12,29,02,765; and in 1869 at Rs. 10,02,49,204.

THE Chief Commissioner of Burmah is said to have forwarded the plans of the Rangoon and Prome Railway to Government, with a strong recommendation that the plan should be favourably considered, as likely to tend to the material improvement of the province.

UNDER the provisions of section 4 of the Statute 28 Vic., cap. 17, the Governor-General in Council has declared that the deep stream of the Gogra, so far as it flows through the districts of Sarun and Ghazeepore, shall be the boundary between those districts and between the Lieutenant-Governorships of Bengal and the North-Western Provinces.

THE committee appointed by the attornies of the Calcutta High Court met on Saturday, and determined that the memorial to the late Chief Justice shall be either a bust or a statue of the deceased, to be put up with a suitable inscription in the new High Court building. The choice between the two forms will depend on the amount of subscriptions raised.

INTELLIGENCE received by telegram from the Persian Gulf shows that the Arab coast still remains undisturbed, and that peace prevails both by land and sea. Cholera is said to be very prevalent along the whole Arab coast, no less than seventy deaths occurring daily at Shargah and Russool Khaymeh. Cholera also exists at Lingah and Bassidore on the Persian coast.

WITH regard to the cash balances, the *Daily Examiner* suggests that, instead of the bald statement of the total amount of the cash balances, which is the only information with which the public are now favoured, the balance of each different account should be shown, thus—Unexpended Balances of P. W. Loans, Railway Capital, Funds, Trusts, &c.—so that the actual surplus of revenue might at once be ascertained.

THE Viceroy, our Allahabad contemporary informs us, has definitively intimated to the Hon. Mr. Eden that he will be unable to visit [illegible]mah this year. His Excellency's coming had been so confidently anticipated at Rangoon that considerable preparations for it had actually been set on foot. Thus a new wing is being added to Government House, which at present offers very inadequate accommodation. This outlay would have had to be incurred sooner or later in any case, but the expected visit of Lord and Lady Mayo fixed and precipitated the time.

THE *Englishman* says—"A scheme for an Indian Civil Service College, attached either to Oxford or to Cambridge, or to both, will, we hear, reach the Indian Government by this incoming mail. The proposition has been favourably entertained at the India Office, and we believe that the Hon. Mr. Bourke, M.P., a brother of Lord Mayo's, is strong in its favour. We shall give our readers the earliest details. One thing is clear, that under the present plan the Civil Service is being recruited by non-University men of a very different intellectual training and calibre from that which we obtained during the first six years of the competitive system."

THE *Englishman* reports that the Government of India has consented to the suggestion of the Government of Madras, that a certain number of officers should be sent to the Camp at Dehli on duty. The number to be detailed was fixed at thirteen, and, it is expected, will consist of the following officers:—Colonel R. H. G. Grant and Captain W. D. O. Kerrich, Royal Artillery; Lieutenant C. H. M. Kensington, Engineers; Major H. C. Wilkinson, 16th Lancers; Captain J. L. Stewart, 18th Hussars; Lieutenant W. B. Warner, Native Cavalry; Colonel W. Boyle, C. B., 89th P. V. Regiment; Lieutenant C. E. Bovill, 1-21st Fusiliers; Lieutenant-Colonel L. H. H. Holland, Staff Corps; Lieutenant-Colonel G. Hearn, 15th N. I.; Lieutenant-Colonel E. A. B. Travers; Major Douglas Scott; and Captain R. C. Stewart, Staff Corps.

IN June last, the Government of India, writing to the Secretary of State for India with reference to the limit of leave to be given to Lieutenant-Governors, said—"We consider that the utmost which should be allowed to a Lieutenant-Governor is the leave for six months on medical certificate, which is admissible to a member of the Council of the Governor General, or of the Governor of a Presidency, and we recommend that this be granted, it being definitively declared at the same time that a Lieutenant-Governor is entitled to no other leave." To this, His Grace the Duke of Argyll replied that he entirely concurred in His Excellency the Viceroy in Council's recommendation, and desired that this decision might be announced with a declaration that a Lieutenant-Governor is entitled to no other leave. The Governor General in Council has altered the Covenanted Civil Service Leave Code accordingly.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

MUTINY AT GOA.

CHOLERA IN TURKEY.

THE TRIALS AT VERSAILLES.—CONDEMNATION OF COMMUNISTS.

LONDON, 2ND OCTOBER.

Portugal is actively preparing to suppress the revolt at Goa, and has despatched the corvette Tolepanias, and chartered a steamer to convey troops thither.

The revenue of Great Britain for the quarter ending the 30th ultimo amounts to fifteen millions sterling.

Destructive gales have occurred along the coast of England.

A conflict has taken place at Cork between a police patrol and some suspected Fenians. Shots were exchanged, and a policeman was wounded.

OBITUARY.—Colonel William Caine.

LONDON, 4TH OCTOBER.

Cholera continues raging at Constantinople. A part of Pera has been enclosed by a sanitary cordon, and no one is allowed to approach the city. The heat in the town is excessive.

PARIS, 4TH OCTOBER.

M. Morteau, the journalist, who was charged with complicity in the assassination of the Archbishop of Paris, has been condemned to death; M. Gromier, another journalist, was sentenced to six months' imprisonment. M.M. Brumel, Chavanon, and Lallande, the incendiaries, received sentence of death.

LONDON, 3RD OCT., AFT.

The Liverpool Cotton Market to-day was advancing.

Fair Dhollera, 7 5/16d.

The Manchester Market shows a hardening tendency.

7 lbs. Shirtings, 8s. 1½d.
8¼ lbs. ,, 9s. 6d.
40's Mule Twist, 1s. 1½d.

Arrivals from Bombay—Sandringham and St. Fillans.

MILITARY ITEMS.

MAJOR R. WALLACE, Staff Corps, has been allowed furlough to Europe, for eighteen months, on medical certificate.

CAPTAIN J. M. MADDEN, General List, has been allowed furlough to Europe, under the furlough regulations of 1868, for two years, from the 9th June last.

BOMBAY.

AHMEDABAD HIGH SCHOOL.—Mr. H. Curtis has been appointed assistant English teacher in the Ahmedabad High School.

RAJCOOMAR COLLEGE.—The young Chiefs who attend the Rajcoomar College have gone to their territories for the autumn vacation.

MATRICULATION EXAMINATION.—The *Bombay Educational Record* states that there are to be four examiners in English this year in the Matriculation examination.

TUTOR TO THE CHIEF OF KAGUL.—Mr. Yeshwant Wasudeva Athale, B.A., Dakshina fellow in the Elphinstone College, has been appointed tutor to the Chief of Kagul.

SUCHEEN.—We learn that a short time ago a serious disturbance took place at Bheempore, a village in the territory of the Nawab of Sucheen. The offenders have been arrested, and will be tried before the Nawab.

C. T. ELMSTONE, who was sentenced to penal servitude for participation in the Aurora Frauds, is suffering very much, we hear, from his confinement. Like Whitwell, he was a strong, stout man when sent to prison, but now he has become much thinner.

INQUEST.—A Coroner's inquest was held yesterday at Byculla, touching the death of Bhawoo Gunoo, a ghorawalla in the employ of Mr. James Macdonald. The jury, upon the evidence, came to the conclusion that the man had died from heart-disease.

THEFT.—At the Girgaum Police Court yesterday, before Mr. Cooper, Second Magistrate, Geerza, woman, was charged, at the instance of one Gyapursad Muckunlal, a broker, with stealing ornaments and cash, of the collective value of Rs. 397. The magistrate took the deposition of the complainant and adjourned the case. On the application of Mr. Hurryshunker the woman was admitted to bail.

THE VICTORIA THEATRICAL COMPANY.—It will be seen from a notice in our advertising columns, that the amateurs of the above company open the season, in their own theatre, on Saturday evening next, with an original drama, entitled, "Khoorsheed worth her weight in Gold," expressly written for the company by Mr. Eduljee Jamsetjee Khory, a popular play-writer, and translated into Hindoostanee, a language more familiar than any other among all classes of the public. The play will be followed by a display of cycloramic views, relating to the Franco-Prussian War, specially ordered from England by this company. Judging from the fame of their previous performances, and the enterprise of the company in securing both talent and excellence in order to make their representations uniformly successful, we have little doubt that, on their opening night, the public encouragement will be commensurate with their merits.

EDUCATIONAL DEPARTMENT.—Two out of four of our Educational inspectors, and three out of our four European head masters, are away from India on sick leave.—*Bombay Educational Record.*

SHIPPING ITEMS.

THE ship ALBERT VICTORIA, 1,184 tons, Captain T. J. Clarke, arrived on the 3rd instant from London with a general cargo. The vessel is consigned to Messrs. Stenhouse and Co.

THE S. S. PEARL, Captain W. Morrison, sailed yesterday for the Malabar Coast with a general cargo and the following passengers:—For Carwar—Mr. John Marriot. For Calicut—Mrs. Elliot, and twenty-two deck passengers.

LOSS OF THE SHIP BEAU IDEAL.—The *Rangoon Mail* mentions another disaster near the mouth of the Rangoon river—this time attended with loss of life. The large iron ship, the Beau Ideal, which left Sunderland for Rangoon in May last, arrived off Elephant Point, after a passage of 120 days, and at two o'clock on the afternoon of the 18th instant, struck on a shoal, near the Spit Buoy. It appears that the vessel was dredging up with the tide when her keel caught, and the force of the current rolled her over, precipitating a number of those on board into the water. Some of these unfortunates narrowly escaped with their lives, but with one exception, (that one man, who sank before help reached him,) they were rescued by some native boats in their vicinity. The men who remained on board, with the captain and officers, took refuge in their own boats, and had scarcely time to pull from alongside ere the ill-fated vessel heeled over and disappeared.

STATE OF THE TIDE AT BOMBAY.

High Water. Time.	High Water. Height.	October.	Low Water. Time.	Low Water. Height.
H. M.	FT. IN.		H. M.	FT. IN.
3 1 m 2 13 a	3 8 2 2	Thursday. 5	9 3 m 9 8 a	1 4 4 2
4 9 m 3 9 a	2 10 1 3	Friday ... 6	9 54 m 9 54 a	0 5 3 5
5 15 m 4 13 a	2 4 0 7	Saturday.. 7	11 4 m 11 0 a	0 0 2 10
6 37 m 5 51 a	3 2 0 6	Sunday ... 8	0 41 a ...	0 1 ...
7 50 m 7 45 a	2 8 1 0	Monday ... 9	0 25 m 2 10 a	2 10 0 11
8 52 m 9 3 a	3 5 2 2	Tuesday ... 10	1 18 m 3 14 a	3 0 2 3
9 36 m 9 50 a	4 4 3 6	Wed'sday. 11	3 7 m 3 51 a	3 9 3 7

THE WEATHER AND THE CROPS.

KURKALLA.—The fall of rain at Kurkalla, in the Poona collectorate, up to the 15th September, amounted to 58 inches and 2 cents.

POONA COLLECTORATE.—From the weather report of the Poona collectorate, for the fortnight ending 15th September, we see that the fall of rain was generally good in Seeroor, Bheemthurry, and Havailly talookas, and pettah Baramutee under Bheemthurry, and moderate in Joonere, Poorundhur, Kheir, Mawul, and Indapoor talookas. The khureef crops in the western districts, with the exception of the Joonere talooka, were in good condition. Sowing of rubbee crops was carried on in the eastern districts. The health both of men and cattle was good throughout the collectorate, with the exception of Bheemthurry, Indapoor, Seroor, and Mawul talookas. In the former three talookas fever and ague prevailed, and cattle disease in the latter talooka.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS.

THE *Gazette of India* of the 30th ult. publishes season reports from all India up to nearly the end of the month, of which the following is given as a summary:—

On the whole, this fortnight's reports need cause no anxiety.

In the Lower Provinces prospects are "improving generally;" in Eastern Bengal and Orissa they are even "very good."

In the Punjab things look brighter than they did a fortnight ago.

In Madras, the Central Provinces, the States of the Central India Agency, the Hyderabad Assigned Districts, Mysore, and Sind, good harvests may reasonably be expected.

In Rajpootana prospects are in some places unpromising, but most of the States expect "good to fair khureef crops."

The Bombay Presidency still suffers from want of rain, while the floods of the Gogra, Goomtee, Tonse, and other rivers have seriously damaged the crops throughout large tracts of Oudh and the North-Western Provinces.

The prospects of cotton continue on the whole favourable.

REPORT OF RAIN-FALL AT BOMBAY.

September.	Observatory, Colaba.	Fort—Elphinstone Circle Garden. Gauge No. 1.	Gauge No. 2.	Gauge No. 3.	Fort George, E. G. Hospital.	Esplanade, H. M. 21st Regt. N. I.	Jamsetjee Hospital Byculla.
Monday, 25	...	·10	·07	·07	·22	·25	·33
Tuesday, 26	·15	...	...	...	...	...	...
Wednesday, 27	...	...	...	...	...	...	...
Thursday, 28 ●	...	...	...	...	...	...	...
Friday, 29	...	...	...	...	...	...	...
Saturday, 30	...	...	...	...	...	...	...
Sunday, 1	...	...	...	...	...	...	...
Total for the Week.	·15	·10	·07	·07	·22	·25	·33
Total fall of rain from 1st January 1871	37·20	53·37	44·01	44·25	40·20	45·29	47·20

In the report from the Colaba Observatory the day is from mid-night to mid-night; in that from the J. J. Hospital from 6 A.M. one day to 6 A.M. the following day; and the others from 9 A.M. to 9 A.M.

THEFT IN THE OFFICE OF THE FINANCIAL ASSOCIATION OF INDIA AND CHINA.

NURBHAYRAM BHUGGOOBHOY, a clerk in the Financial Association of India and China, appeared before the Senior Magistrate yesterday, and obtained a warrant against two office hamals, who were charged with stealing Rs. 2,510.

Nurbhayram Bhuggoobhoy said—I am a clerk in the Financial Association of India and China, Limited, and now in liquidation, and reside near Bhooleshwur, in Hurgovund Dessay's chawl. On Saturday last the 30th of September, at about half-past 3 o'clock in the afternoon, I put some notes, in all amounting to Rs. 2,510, and three rupees in cash in a tin-box, locked it, and placed the same in a cupboard, in my office No. 23, Apollo Street, Sassoon's Buildings. I locked the cupboard and went home after placing the keys in the drawer of my table. A hamal, named Punjee *alias* Boogra Jurrups, was in charge of the office. On Monday morning, on coming to office at about half-past 11 o'clock, I found it open and no one there. I called a policeman, and in his presence I examined the cash-box and found all the money had been taken away. I reported the matter to the Inspector of Police. Search was made for the hamal, but he could not be found. I have reason to believe that he has stolen the money and gone to some place up-country with another hamal named Chumpa *alias* Bussa, whom I suspect of being also concerned in this theft. I charge them with theft, and pray that a warrant may be issued for their apprehension, and that they may be dealt with according to law.

The magistrate granted the application as prayed for.

THE ATTEMPTED MURDER IN THE MARINE BATTALION LINES.

WE have already mentioned that on Monday afternoon, Bhagnac Somnac, a sepoy of the 21st Regiment N.I., living in the Marine Battalion Lines, on the verge of the Esplanade, made a most daring attempt to murder one Mookta, woman. On Tuesday afternoon John Connon, Esq., Senior Magistrate, attended the Marine Battalion Hospital, where the woman is now lying in a somewhat precarious state, and took her dying declaration.

Mookta, woman, said—I am the wife of one Suckia Dacoo, a sepoy in the 21st Regiment N.I., or Marine Battalion. Yesterday afternoon between 4 and 5 o'clock, I was in my hut in the lines when the prisoner came into my hut and struck me. Before he struck me, and before coming into the hut, he asked me where my husband had gone. I told him that my husband had gone to the bazaar. He said, "Does not your husband mean to pay me the money which he owes?" I said, "Let him come from outside and I will tell him to pay." Then having come inside, he struck me with a knife, and wounded me on the head, on my nose, on my face, on my cheek, and on my arm. I struggled with him and succeeded in getting the knife out of his hand, and as I snatched it from him, my hand was cut. This is the knife with which I was cut (produces the knife.) He recovered it and cut me with it again. In the struggle we got outside of my hut, having the assistance of a woman living next door, sister-in-law of the prisoner. Her name is Bhima. One Jemadar belonging to the 4th Company came to my assistance and secured the prisoner. A Subedar—Abdool Reymon produced—is shown to deponent. She says—this is the Jemadar I speak of. I was brought to this hospital. I cannot say whether I shall live or die. There was enmity between prisoner and me before. About a fortnight ago, I found him in my house in my husband's absence, when he insulted me. This was reported and prisoner was punished. Since then there has been enmity between us.

[Here deponent became so weak that Surgeon Gilbert stated he was of opinion that deponent ought not now to be further disturbed.]

ROBBING A SCHOOL MASTER.

AT the Fort Police Court, yesterday, Muggonbhoy Custoorchund, a school master, appeared before Mr. Nana Morojee and obtained a warrant against one Hurgovindas Candas, charging him with theft of ornaments and clothes, of the aggregate value of Rs. 542.

Muggonbhoy Custoorchund said—I am a school master at the Fort Branch School, and reside in Withulwadee. I know one Hurgovindas Candas. He also lives in the same house, but on the third story. On the 18th September last, at about 5 o'clock in the evening, I left my house for the purpose of taking my meal at the house of my uncle, after securing the outer door of my house on the first story with a chain and a padlock. I returned at about 7 P.M., when I found the padlock on the staple, without chain, fixed to it, locked. I opened my door, and on entering the house found that some of my clothes were lying in disorder. I then went into my room, in which I kept a box, containing gold and silver ornaments and clothes. I observed that it was broken open, and all the ornaments and some clothes, of the aggregate value of Rs. 542, had been taken away. I reported the matter to the police at the Picket chowkey. A police jemadar accompanied me to my house. He inspected the premises, and after making certain inquiries, went away. Yesterday the said Hurgovindas Candas left Bombay for Cheool, in the Alibaug collectorate, with his friend Ameerchund, and I have reason to believe that the said Hurgovindas Candas has committed the said theft in my house. He was, as I am informed, in the house at the time. I charge him with theft, and pray that a warrant may be issued for his apprehension, and that he may be dealt with according to law, and also for a search warrant in order that his residence at Cheool may be searched and my property secured.

The application was granted.

MISCONDUCT OF AN EXECUTOR.

AT the High Court, before the Hon. Mr. Justice Bayley, a few days ago, in the case of Meghbaee, widow, v. Premjee Kahanjee and another, Mr. Mayhew, instructed by Mr. Shamrao Pandurang, moved upon notice for an order that the defendant Premjee Kahanjee may be restrained by the order of the Court from taking any further part in the administration of the estate of Dyal Muthooradas, plaintiff's deceased husband, or in any manner intermeddling therewith, and that a receiver may be appointed to the estate until further order.

Mr. Mayhew's application was based on an affidavit, made by Shivram Tribhowan, constituted attorney of the plaintiff, which, echoing the allegations in the plaint, stated among other things that the testator, Dyal Muthooradas, plaintiff's husband, made his last will and testament in the Gujeratee language on the 24th May 1866; and thereby, after appointing Cooverjee Kalianjee, since deceased, and the defendant Premjee Kahanjee executors of the will, and after making several bequests and directions, bequeathed the residue of his estate and effects to his widow Meghbaee. The tenth clause of the will said—"After defraying the expenses, &c., after my death, whatsoever surplus may remain should belong to my wife." The testator died two days after the making of the will, which was proved on the Ecclesiastical Side of the Court by the executors; and after obtaining a probate they entered into possession of the estate, moveable and immoveable. Ten months after the death of the testator, the defendant Premjee applied to his co-executor for a loan of Rs. 10,000 out of the estate; but in consequence of the refusal of Cooverjee to comply with such application, a serious quarrel took place between them; and Premjee had not since then assisted or conducted the administration of the estate; but had, on the contrary, acted against its interests. Cooverjee Kalianjee died in September 1870, and the defendant Premjee was now the sole executor. At the time of Cooverjee's death, the administration of the estate had not been fully carried out, and the residue had not been ascertained, and several applications were subsequently made to the defendant Premjee to recover, or allow the plaintiff to recover in his name, the outstandings due to the estate, but the defendant had declined to comply. On many occasions defendant had acted hostilely to the plaintiff and in a manner productive of loss to the estate. As instances of such conduct, it was mentioned that he consented in March 1871 to the plaintiff using his name in a suit in the Small Causes Court against Mahomed Vullud and other debtors to the estate; but on the day fixed for the hearing of the suit, he refused to appear in Court, and the case was in consequence struck out. In June 1871 he gave notice to the New Bank of Bombay not to pay plaintiff the interest due upon Government Promissory Notes standing in her name and the name of Cooverjee Kalianjee. At the hearing of a suit filed by both executors against Vulloo Jairaz and Khatao Pussoo in the High Court, for upwards of Rs. 22,000, defendant did not attend the Court and refused to consent to the further prosecution of the suit, alleging that he was induced by his co-executor to join therein without a full knowledge of the circumstances of the case. The result of his conduct in this instance was that the suit was dismissed with costs, and the moneys were lost to the estate. Moreover, in April 1871, the defendant had taken the benefit of the Insolvent Act, and had received from one of the debtors of the estate Rs. 517, for which he refused to account. There are still considerable outstandings, about Rs. 33,150, due to the estate, and it was to be feared that, unless measures were taken for their recovery, they would be lost to the estate. Under these circumstances, the plaintiff submitted that the defendant ought to be restrained by order and injunction of the Court from taking any further part in the administration of the estate of the deceased or in any manner intermeddling therewith, and that a receiver may be appointed for that purpose, and that accounts of the administration of the estate may be taken.

The Court granted a rule *nisi* for an injunction as applied for, and an interim order for the appointment of Oomersey Curumsee as receiver on giving security for Rs. 5,000.

HIGH COURT.—APPELLATE SIDE.

14TH SEPTEMBER.

(Before the Hon. Mr. Justice MELVILL and the Hon. Mr. Justice KEMBALL.)

LIMBAJEE BIN BYROO vs. KRUSHNAJEE DAJEE.

THE High Court delivered the following judgment:—The District Judge's judgment is not so clear as could be desired, but we think we must understand him to have found the following facts, viz., that the field in dispute fell to the share of the family of plaintiff Krishnaji, that it is now the property of Krishnaji and three others, viz., Ramchunder, Dhondeo, and Narayan, all of whom are equal sharers; that defendant Nimbaji is a tenant of the plaintiff and the other three sharers, and that the rents of the field were enjoyed by the four owners until 1847, when they were assigned by them in part payment of the salary of a zemindar karkoon, who enjoyed them till 1862. We must accept these facts as proved, and take them as the basis for our decision. As the enjoyment of the rents by the karkoon was on behalf of the plaintiff and his co-sharers, the question of limitation does not arise. Plaintiff's title being established, as against defendant No. 3, Jeewaji, the only question to be decided is, what decree should be made between plaintiff Krishnaji and defendant No. 1, Nimbaji. The plaint sets forth that Nimbaji is a tenant under a joint lease made by the four owners of the property, and this statement is in accordance with the evidence of Narayan (No. 34), one of the sharers, who states that the field has never been divided, but that each of the sharers has always received one quarter of the whole rent, or Rs. 12½ from the tenant. This is the plaintiff's case; and looking to the ascertained facts of this case, and the similarity of circumstances in the other appeals which are to day before us, and which are between the same plaintiff and other tenants, we have no doubt that it is a correct statement of the circumstances of the case. Under these circumstances, we are of opinion that the plaintiff, who is one of four joint lessors, cannot be allowed in the present suit, to which two of the lessors are not parties, to eject the tenant from a quarter of the field, and thus indirectly obtain a partition of a particular piece of family property, which has not yet been divided. He has a right to receive his share of the rent, which has always been paid to him separately: but if he wish to eject Nimbaji, he must join his co-sharers either as plaintiffs or defendants. In such a suit it will be possible to decide whether a partition of the field can be permitted and on what terms, and then, and not till then, it will be necessary to determine whether Nimbaji is or is not a perpetual tenant. In the present suit we amend the District Judge's decree, and reject so much of plaintiff's claim as asks for the ejectment of Nimbaji, but allow his claim for rent, as awarded by the Court below. Costs of Special Appeal No. 61 on appellant Jeewaji. Costs of Special Appeal No. 31 on respondent Krishnaji. In the Courts below Krishnaji's costs to be borne by Jeewaji, and Nimbaji and Ramchunder to bear their own costs.

SHERIDAN, the great wit and orator, was fond of practical jokes, one of which he played off on the Duke of Devonshire. Sheridan was in the habit of frequenting Dolly's chop-house, where he generally called for devilled shin-bone of beef. One day, coming in rather later than usual, he was told that the only shin bone in the larder was being cooked for his Grace the Duke of Devonshire. Sheridan, who knew the Duke's person, though he was not acquainted with him, took a seat within earshot of him, and began a conversation with a friend in a loud tone of voice. "I always imagined," said he, "Dolly's chop-house was one of the neatest establishments in London, but I made a discovery this morning which has convinced me that I was mistaken." The Duke listened very attentively. "As I was passing the kitchen window," continued Sheridan, "I observed a turn-spit boy greedily gnawing a shin-bone of beef. Presently one of the cooks ran up to him, and, giving him a blow on the neck, compelled him to drop the prize. 'You dirty little rascal,' said the cook, 'couldn't you find nothing else to eat? Here I've got to cook this bone for the Duke of Devonshire!'" Soon after the conclusion of this tale a waiter entered the room, and advanced to his Grace with a covered dish. "Your bone, sir," said he. "Take it away," roared the Duke, with great disgust; "I cannot touch a morsel of it." —"Stay, waiter," said Sheridan, humbly: "bring it to me. If his Grace can't eat it, I can. Fetch me a bottle of claret; I don't wish for a better luncheon."

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ANNUAL MEETING OF THE CHAMBER OF COMMERCE.

The annual meeting of the Chamber of Commerce of Bombay was held yesterday at noon in Graham's Buildings. The attendance was not very large. Mr. W. G. Hall (of Messrs. Nicol & Co.) occupied the chair.

Mr. Taylor (Secretary) read the circular calling the meeting, and stated the business.

Messrs. Behrend Brothers were proposed as members of the Chamber by Mr. John Lang (of Messrs. Stearns, Hobart & Co), seconded by Mr. James Douglas (of the Chartered Bank of India, Australia and China), and after being ballotted for were declared duly elected.

The Chairman moved, and Mr. Henry seconded, that the report of the retiring directors, which had been circulated amongst the members, should be held as read, and the meeting agreed to the proposition. The following is the report referred to:—

Your Committee have now the pleasure to report to the members of the Chamber on the principal topics which have engaged their attention during the official year just closed.

BILL TO AMEND THE LAW OF INSOLVENCY.

Towards the close of last year, the Chamber was invited by the Government of India, through the local Government, to express its views on the "Bill to amend the Law of Insolvency," which had been introduced into the Council of His Excellency the Viceroy for making Laws and Regulations in the month of September. Copies of the bill were circulated to members, and their opinions invited, in view of the substance of these being embodied in the form of resolutions to be submitted at a general meeting of the Chamber. A special general meeting was accordingly held on Wednesday, the 25th January last, and at this meeting, and the adjournment of the same held the day following, the bill was considered and the resolutions thereon, which will be found in the appendixes to this report, adopted, and in due course laid before Government. In handing up these resolutions, your committee pointed out that there was a considerable minority of the members of the Chamber entirely opposed to the bill, and that even the majority who were in favour of it, were only so on the condition set forth in the second general resolution, to the effect that an Act similar to the Act, entitled the English Debtors' Act of 1869, providing for the punishment of fraudulent debtors, be also passed in India.

No action has been taken in the matter of this bill by the Legislative Council of His Excellency the Viceroy since the views of the Chamber were communicated to Government, but it is generally understood that it will come on for further consideration when the Council meets in Calcutta next month.

The unsatisfactory state of the law of bankruptcy in other parts of the East has engaged the attention of several of the Chambers of Commerce. Your committee have had communications on the subject from the Chambers at Mauritius and at Batavia, and have had pleasure in supplying them with the information they have asked for in reference to the existing law of solvency in this country.

THE EXECUTION OF HIGH COURT DECREES AGAINST ABSCONDING DEBTORS IN NATIVE STATES.

A subject of much importance to the mercantile community, on which the Chamber deemed it necessary to address Government in 1866, was again in a pointed manner brought to the notice of your committee in November last, viz., the extreme difficulty (in many cases amounting to an impossibility) of obtaining execution of decrees of the High Court of Bombay against debtors who have absconded to, or have property in, native States.

The question was considered by the Government of India when, in January 1867, instructions were given to all Governments, Administrations, Departments, and Agencies, to the effect that facilities should be given for the execution of the decrees of civil tribunals obtained by British subjects in our own territory by enlisting the influence of the several political authorities with the princes and chiefs of native States to which the debtor had absconded or in which he was possessed of property. Owing, however, to objections entertained by various political officers, a resolution, under date 27th August 1868, was passed, which cancelled the resolution of the 31st January 1867, and required that all officers should henceforth be guided by the principles laid down in a resolution dated 10th April 1867, which considerably modified the resolution of January preceding.

It was in reference to the serious difficulty caused to the creditors of absconding debtors by the rescinding of the resolution of the 31st January 1867 that your committee considered it necessary to address Government on the subject. They pointed out to Government that, in their opinion, sufficient force had hardly been given to the commercial objections to the course laid down for the guidance of political officers in the resolution of the Government of India, dated August 1868.

In reference to a statement in the Government explanation of the resolution, to the effect that the abstaining of a political representative from putting pressure on, or using his influence with, the Chief, or durbar, in order to the execution of a decree obtained in British territory, ought not to inflict any real hardship on claimants who have successfully resorted to our courts for redress, because "in many cases where large sums of money are claimed from debtors resident in British territory, such persons, if they abscond into native States, have either property or partners behind them in the said British territory against whom execution may at once be taken out;"—it was pointed out that, so far was this from being an exact representation, that, as regards Bombay at all events, the very opposite was nearer the truth, and that the experience of the European section of the mercantile community in Bombay was that absconding debtors leave neither property nor partners behind them to satisfy any decree obtained against them; and that if Political Agents were not to be permitted to interfere on behalf of British creditors in such cases, justice would be virtually denied to them. Your committee asked for a reconsideration of the resolution of the Government of India, dated August 1868, but they regret to say no answer has yet been communicated to the Chamber.

In their representation to Government on the subject in question, your committee took occasion to draw attention to the unsatisfactory state of the law with regard to native partnerships, and to express regret that though the important subject of a registration of partnerships had been brought under the notice of Government by the Chamber more than four years ago, in view to obtaining a legislative enactment for a compulsory registration of the same, nothing had yet been done, and no reason given why it should not be done, other than that Government saw difficulties in the way.

Your committee have observed with satisfaction that a bill was introduced into the House of Commons in the last session of Parliament to provide for a general registration of partnerships in England: the bill was brought in at too late a date to allow of its passing, but the proposal was favourably entertained, and there can be no doubt the question will again be brought forward next year with every prospect of a favourable result.

DELAYS IN H. M.'S HIGH COURT OF JUDICATURE.

Various representations were made to the Chamber a few months back complaining of the delays in the despatch of business in H. M.'s High Court of Judicature, and your committee considered it necessary to address Government on a matter so seriously affecting, not mercantile interests only, but also those of the public generally.

The delays complained of were classed under three heads:—First, and chiefly, delay on the part of the Court in the delivery of its judgments in cases where judgment was reserved; second, delay in the despatch of business in the Prothonotary's office; and third, the time taken up in the taxation of costs which was represented as being often so long as to cause loss to suitors by permitting a judgment-debtor to get in and realize property, and then abscond with it before the decree against him could be executed.

It was represented to your committee that much of the delay complained of was attributable to the paucity of Judges and the increase of business. On these points, however, your committee could offer no opinion; all they did or could do was to draw the attention of Government to the evil complained of, and to request that a remedy might be provided. Government in reply stated that copies of the letter from the Chamber had been sent to the Government of India and Her Majesty's Principal Secretary of State, and that the subject would be duly considered.

HIGH TARIFF OF RATES FOR THE CARRIAGE OF PIECE GOODS AND YARNS BY THE G. I. P. RAILWAY.

This question engaged the special attention of the Chamber last year, and it was unfortunately soon made apparent that the partial reduction of rates which took place in June 1870 was altogether insufficient to enable Bombay merchants to compete for a share of the trade of Northern India on anything like fair terms with their brethren in Bengal. Your committee accordingly addressed the agent of the G. I. P. Railway Company in January last, submitting a comparative statement of the carriage charges on the G. I. P. and E. I. Railways, and calling his attention to the fact that from this statement it would be seen that, notwithstanding the reduction that had been made, the charges for the conveyance of goods by the G. I. P. Railway were still more than three times higher than those by the East Indian line.

The correspondence which then took place between the agent of the railway and your committee was afterwards printed and circulated for the information of members. It was considered so unsatisfactory, that no alternative was left to your committee but to lay the correspondence before the Government of Bombay, the Board of Directors at home, Mr. Danvers, the Government Director of India Railway Companies, and the Secretary of State for India, with a request that steps might be taken to secure the reduction in the rates of carriage, which the interests of the trade of Bombay so imperatively demanded, but which the railway authorities here had hitherto demurred to concede.

Your committee have now the satisfaction to state that the representations that were made, and the pressure that was brought to bear on the Board of Directors, by the authorities here, and in England, have had the desired effect:—the Secretary of State for India has informed your committee "that the Directors have recently directed that such reductions be made in the rates in question as, whilst fully protecting the company's interests, will, they hope, meet the reasonable expectations of the Bombay merchants." Your committee have as yet received no further official information regarding the character of the intended reductions, they have reason to believe they will come into operation shortly, and they trust they may prove to be sufficiently liberal to give satisfaction to the public.

THE COTTON FRAUDS ACT OF 1863.

It will be in the recollection of members that in the report submitted at the last annual meeting held on 6th October 1870, the committee then retiring, stated they were of opinion that "the Cotton Frauds Department was of little practical use," and that "they were unable to point to any benefit which it conferred on the cotton trade of Bombay, though it cost that trade annually more than two lakhs of rupees;" and there was otherwise a strong feeling existing at the time your committee came into office that the Chamber should take steps to move Government for the abolition of the Act. A memorandum was accordingly prepared by your committee giving a review of the leading facts in the cotton trade for the last ten years in reference to the subject of adulteration, with a summary of the arguments usually put forward for and against the Act,—and circulated amongst the members with a request that they would favour your committee with their opinions as to their being favourable or otherwise to the continuance of the same. Only a portion of the members expressed their views in writing on the subject, but all who did so were unanimous in their opinion as to the uselessness of the Act, and counselled its abolition.

A Special General Meeting of the Chamber was afterwards held on the 22nd March to consider, amongst other business, "the expediency of maintaining the local Act IX. of 1863, known as the Cotton Frauds Act," when the following resolution was passed unanimously:—"That, in the opinion of the Chamber, the Bombay Act IX of 1863, known as the Cotton Frauds Act, having been found inefficient and practically inoperative for the purpose for which it was enacted, should be repealed, and that the committee of management be requested to memorialize the Government of Bombay to this effect."

In conformity with this resolution your committee prepared a memorial, in which were set forth the various reasons which induced the Chamber to move for the abolition of the Act, and the same was laid before His Excellency in Council by letter addressed to the Chief Secretary to Government under date 31st March. Printed copies of the memorial were also circulated to the members, and published in the newspapers for general information.

Your committee regret to state that though they have addressed Government twice on the subject since the transmission of the memorial, no answer to it has yet been received; the only information they have is to the effect that the question is still under the consideration of Government. It is for the Chamber now to consider what further steps should be taken in a matter of so much importance to the cotton trade of this side of India.

IMPROVEMENT OF COTTON CULTIVATION.

During the past year a variety of cotton samples, from experiments made in various parts of the Presidency, were submitted to your committee for report, but there was nothing of interest about any of these experiments requiring special notice. Excellent samples of cotton grown from Hinginghat seed on the Government model farm in Khandeish were submitted by the superintendent, Mr. Fretwell, the chief point of interest in connection with which was, that the sample from the second season's crop was superior to the first, and showed a bright creamy-coloured cotton having fully the silky gloss peculiar to the genuine Hinginghat. Unfortunately samples produced on model farms, and treated like garden cultivation, are no true index as to what the same description of cotton may turn out to be, when it is planted on a large scale and subjected to the ordinary methods of field culture practised by the ryots. In reference to the samples from Khandeish, it was stated that, in the event of the report on that of the second season's crop proving favourable, "a great saving of expense in cultivation may be effected wherever the land is clean enough to allow the plants to be left in after the first crop." As there was no question about the superiority of the cotton from the second season's crop, and as the superintendent informed your committee that he intended following up the experiment "by extensive perennial cultivation of this variety of cotton," the progress of such an experiment with so valuable a variety as that of Hinginghat will be watched with interest.

MOVEMENT OF COTTON FROM DISTRICTS IN THE CENTRAL PROVINCES TO MIRZAPOOR AND CALCUTTA.

The Chief Commissioner of the Central Provinces called the attention of the Chamber in February last to what appeared to him a very unusual course of trade, namely, the movement from Nursingpoor and other districts in the Nerbudda Valley on the G. I. P. line of railway of cotton to Mirzapoor *en route* to Calcutta, a greater distance than from these districts to Bombay. Your committee called the attention of the Agent of the G. I. P. Railway to the matter, and he replied that he had noticed the same thing, and accounted for it by the fact that Mirzapoor had long been the mart to which the produce from Central India had found its way, and that such a course of trade was not likely to be altered very suddenly. The opening of the railway to Jubbulpore has already had the effect of diverting a considerable portion of the produce grown in the north eastern districts of the Central Provinces to Bombay, that formerly found its way to Mirzapoor; but still your committee considered that the reply received from the Agent of the G. I. P. Railway gave a satisfactory explanation of what had been observed by the Chief Commissioner, and they are farther of opinion that the short white staple cotton grown in those districts of the Central Provinces and the North-West of India, which is suitable for, and principally exported to, China, will continue to find its way to Calcutta, as the chief port for the export of India cotton to China.

MEASUREMENT OF PATENT PRESSED BALES OF COTTON AND OTHER PRODUCE.

The scheme for the measurement of patent pressed bales of cotton and other produce, adopted experimentally by the Chamber at a special general meeting held in May 1870, and continued through the monsoon of that year, at the expense of the Chamber, under the guarantee of a considerable majority of the members, was reviewed and specially considered at a general meeting called for this purpose on the 2nd November last. At this meeting it was unanimously resolved that the scheme which had existed as an experiment since May preceding be now adopted as the rule or custom of the port in this matter. A new set of rules and regulations were adopted in supersession of those formerly in use, all liability for the cost of the scheme was assumed by the Chamber as a body, the measurement fee for the ensuing season was fixed at half an anna per bale, and a sub-committee of two members of the Chamber, selected by the general committee, was appointed to take charge of all matters connected with the practical working of the scheme. Nearly a year has now elapsed since the scheme, as regulated by the proceedings at the general meeting, came into operation, and your committee have much satisfaction in congratulating the members on the complete success which has attended it, a success which your committee feel has been largely owing to the careful manner in which the working of the scheme has been supervised by the sub-committee, consisting of Mr. Bythell and Mr. Kittredge, and since the beginning of June, on the departure of Mr. Kittredge to England, by Mr. John Lang.

SAMPLES OF PRODUCE.

Few samples of produce were submitted for report during the past year. A box, containing a variety of samples of seed, grain, fibre, and cotton, the produce of the Government Farm at Sheogaum, was forwarded to the Chamber by the Deputy Commissioner, Akola District, and the contents were examined with much interest. On the samples of seed and grain, your committee had no special remarks to make; they were similar to the produce of like character commonly met with in the Bombay bazaar, and in some cases appeared rather inferior in quality. The fibre samples consisted of fibre extracted from the stems of the cotton plant, and ambaree, described as "a low quality of jute." The fibre from the cotton plant was found to be poor and of no commercial value here; the ambaree sample, though a much better description of fibre, was still considered inferior to the "sun" fibre, grown in the Southern Concan and on the Malabar Coast, with which Bombay is well supplied.

Of the cotton samples produced on the Sheogaum Government Farm, one of the Hinginghat description was found to be usually superior, better than any Hinginghat your committee had seen offered for sale. It was pointed out, however, to the Deputy Commissioner, that samples from experiments on such a small scale, carried out with unusual care and attention, were of little practical use, unless similar results could be obtained on a large scale under the ordinary conditions of culture.

REVISION OF TARIFF VALUATIONS.

The question of the expediency of a revision of the present tariff valuation for grey goods, yarns, and other articles, was brought under the notice of your committee in the early part of the year. On a careful consideration of the whole subject, however, the present did not seem to them a very suitable time for raising the question with Government. The circumstances of the past twelve months were somewhat analogous to the state of matters in the latter part of the year 1867, when, owing to the rapid fall in the price of cotton at that time, and the steady fall in the price of grey goods which followed thereon, the valuations for duty by Act XVI. of 1867, passed in March that year, had in six months' time become altogether out of proportion to the market rates that were then ruling, and the matter was accordingly made the subject of a representation to Government by the Chamber. While a committee appointed to consider the subject by the Government of India was still sitting, there was again a turn in the price of cotton, and prices began to rise as steadily in 1868 as they had fallen in 1867; the difference between the market and tariff values of goods became so slight, that it was considered a modification amid such uncertainty as to the course of the cotton market was deemed undesirable, and the further consideration of the question was postponed. In 1869 a revision of tariff values took place, when a considerable reduction was made; and it does not appear to your committee expedient that this arrangement should in present circumstances be disturbed.

OBJECTIONABLE CLAUSES INTRODUCED IN STEAMER BILLS OF LADING.

The subject of this introduction of clauses into Bills of Lading, for shipments by steamers via the Suez Canal and otherwise, exempting owners from liability under particular circumstances stated, has occupied the attention of your committee, though they regret they have not seen their way to propose any special course of action. The question fortunately has now excited the attention it demands in London, the head quarters, so to speak, of all the various interests concerned, and where only a satisfactory solution of the difficulties surrounding the question can be looked for.

The late chairman of the Chamber, Mr. A. D. Grant, had an interview on his return to England with the Secretary to the Association in London for the Protection of Commercial Interests, &c., and he found that the subject was under the consideration of merchants and underwriters, both in England and in America. "The course of things," Mr Grant wrote to your committee, "has been this:—Whenever a shipowner is caught by any mischance and made liable, a clause exempting him from such liability in future is immediately inserted in Bills of Lading, and the owners have protected themselves at almost every point wherein there was formerly a liability under the Common Law. The last clause which has been inserted is the crowning one, and runs thus—'Nor for any damage whatever which is capable of being covered by insurance,' as any risk whatever is insurable at some rate, it is difficult to see what liability remains on the owner of the ship." It will be remembered that one of the phrases specially objected to—"ship lost or not,"—was in the John Dryden's Bills of Lading, and Mr. Grant mentioned in his letter that "the case will be tried, whether consignees are liable to pay freight in the circumstances where no cargo has been delivered." Members will, no doubt, recollect that at a meeting held in London some two months ago, a committee of ship-owners, merchants, and underwriters, was appointed to deal with the whole question. The settlement of a common form of bill of lading has been mentioned as likely to prove the best practical solution of the difficulty, and this suggestion is the remedy that occurred to your committee when the subject was first considered, but the form itself can only be settled, after a full consideration of the points affecting all the interests concerned, and such consideration the subject will doubtless receive from the committee now sitting in London.

PREPARATION OF SHIPPING DOCUMENTS.

The disclosures made last year in reference to the signing of bills of lading before the shipment of goods caused suggestions of various kinds to be made to the Chamber, with a view to putting a stop to a practice so reprehensible and restoring confidence in documents which hitherto were considered almost equivalent to cash.

The matter was carefully considered by your committee, and a memorandum on the preparation of shipping documents was printed and circulated amongst the members, and published also in the newspapers, in the hope that the suggestions therein made, if supported by the mercantile community generally, might have the effect of placing the trade of this city on a sound basis as regarded the important points that were therein considered.

SEPARATE OFFICE FOR THE BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY.

Government submitted for the opinion of the Chamber the question whether it would be "for the public advantage that the British Indian Submarine Telegraph Company should be permitted to have an establishment and office for the receipt and delivery of messages, distinct from, and independent of, the Government establishment." In answer to the question submitted, written replies were sent in by 33 members; of these, 22 expressed decided opinions in favour of a separate office and establishment, while 11 expressed opinions either in favour of the existing arrangement or no decided views for or against. It appeared, however, from a subsequent communication received from Government, that a mistake had been made in the way in which the question was first put before the Chamber, certain explanations were given on the subject, and a further expression of opinion on the part of members was asked for. Before submitting to members this further communication, your committee asked for an explanation on points contained in the letter which did not appear to them to be correctly stated, but no reply having been received from the department, the matter dropped. Members would no doubt have observed that the question of a separate office and establishment for the Indian Submarine Telegraph Company was a good deal discussed before the Committee of the House of Commons, appointed to consider the subject of Indian Finance, in the last session of Parliament, as well as other points relating to telegraph arrangements, which it may be necessary for the Chamber to consider hereafter.

In reference to the subject of telegraphs, your committee have pleasure in stating that no complaints of any sort regarding irregularities in the working of the Indian telegraph during the past year have been made to the Chamber; all the lines appear at present to be working well, and to be in a more satisfactory condition than at any previous period.

RULES FOR THE GUIDANCE OF SURVEYORS, UNDER SECTION VIII. OF ACT II. OF 1864, FOR THE SURVEY OF STEAM VESSELS.

A draft of rules and regulations for the guidance of surveyors, proposed to be promulgated under section 8 of Act II. of 1864, was forwarded by Government to the Chamber in May last, and its opinion invited thereon. The matter was considered by your committee, and in reply a memorandum was submitted to Government calling attention to various points which had been pressed on the notice of your committee as of great importance, and to which, it was pointed out, the attention of surveyors should be carefully directed, as otherwise the draft rules, though simple and unobjectionable so far as they went, would be incomplete.

DISALLOWANCE OF DRAWBACK ON ARTICLES DIFFICULT OF IDENTIFICATION.

The opinion of the Chamber was requested by Government on the subject of the disallowance of drawback on articles difficult of identification, and in reference to a notification by the Commissioner of Customs, dated June 1870, by which it was proclaimed that imported goods difficult of identification would not be admitted to drawback on re-exportation unless their identity be clearly established, and that such goods should be warehoused on arrival, in the event of a probability of their being re-exported.

In reference to the question submitted, your committee pointed out that the entrepôt trade of Bombay was of more importance than could be measured by the mere value of the imports, considerable as that is, and that a change of a hard-and-fast character, like the notification of 30th June 1870, could not fail to have an injurious effect on it. Your committee were of opinion that produce which could be identified as foreign, on which duty of course had been paid, as little difficulty as possible should be placed in the way of granting drawbacks, and that a recognition of this principle carefully applied would be sufficient to check attempts to defraud the revenue without checking trade. It was further pointed out that the existing bonded warehouses possessed by Government would not meet the difficulty, for two reasons:—First, they are too distant from the native town, where the trade in the produce under consideration was principally carried on; and second, there is not sufficient space in the existing warehouses for the accommodation of the large numbers usually employed in preparing gums and other produce intended for re-export.

Your committee also suggested that a portion of the Elphinstone Landed Estate, lately acquired by Government, could hardly be put to a better use than to erect thereon warehouses suited for the garbling, storing, and re-export of the produce which, in reference to the drawback claimed, gives trouble to the customs from the difficulty as to identification.

Your committee have pleasure in informing the members of the Chamber that Government has recently passed a resolution, requesting the Commissioner of Customs to withdraw the notification above referred to, and has taken into consideration the remarks made by the Chamber as to the advisability of providing warehouse accommodation on the Elphinstone property for garbling and storing produce likely to be re-exported.

SHIP FREIGHT INWARDS.

It having been considered by merchants generally that the agreement which was come to in 1858, regarding the payment of inward freight, was no longer suitable in the altered conditions of trade in Bombay. The question was brought forward for re-consideration at a Special General Meeting of the members of the Chamber, held on the 22nd March last, when it was unanimously resolved that the agreement of 1858, and as subsequently revised in 1868, be cancelled, and that in future payment should be regulated in conformity with the following resolutions:—

I.—"That the payment of inward freight, when stated simply in sterling, shall be made at the rate of 2s. per rupee."

II.—"That the payment of inward freight, when stated to be payable in sterling at the current rate of first-class credit bills at 6 months' sight on London."

These resolutions were in due course communicated to Lloyd's, to Liverpool, and to the Chambers of Commerce generally, and published also in "Lloyd's list."

MAIL ARRANGEMENTS.

The Director-General of the Post Office in India, Mr. Monteath, explained to the Chamber, in October last, the character of the changes then expected to take place from 1st November as to the day and hour for the despatch of the Overland Mail from Bombay. In reference to these arrangements it was pointed out by your committee that Monday, at 5 P.M., in the fair season, would be a very inconvenient day for the mercantile community of Bombay, and stated they would be glad to be informed whether this part of the arrangement could be altered.

Mr. Monteath in reply very courteously explained in detail the reasons which weighed with him in making the proposal to the London Post Office regarding the day of departure of the mail steamer from Bombay, which your committee said would be inconvenient. The difficulties pointed out in the way of proposing any other arrangement that would be more convenient to Bombay, satisfied your committee that the Director-General had no alternative but to carry out the arrangements proposed, and all that could be done was to ask him, in the event of any modifications of the plan being made hereafter, to do what he could to make such changes in our favour as circumstances might permit. Your committee were subsequently informed by the Director General that there was no probability of the intended re-arrangement of the mail service coming into effect until the Mont Cenis tunnel became available for the conveyance of mails. An intended acceleration of the despatch of the mail in the monsoon months by a reduction in the allowance of time was not effected, owing to Her Majesty's Postmaster General having overlooked the request of the Director General in India in reference to this point, when the former arranged with the P. and O. Company the time table for 1871.

PROPOSED INTRODUCTION OF POST CARDS.

The Director General of the Post Office in India requested the opinion of your committee on the following points in reference to a proposed introduction of Post Cards into this country, viz:—First, would the introduction of correspondence cards in India be of any material use to the public if unaccompanied by a reduction of the postage rate; second, would it be advisable to raise the Indian minimum rate for ordinary letters from 6 to 8 pies (equivalent of a penny), and to introduce a new 4 pie rate for correspondence cards only, the limits of weight for ordinary letters being as follows:—

8 pie rate	½ tola
1 anna rate	1 ,,

and so on as at present.

In reply, your committee stated that in reference to the first question they were of opinion that the introduction of correspondence cards would be of no great use to the mercantile or the European portion of the community generally, and that it would not be advisable to do so without a reduction of the postage rate. In regard to the second question, your committee were of opinion that it would not be expedient to raise the minimum rate for ordinary letters from 6 to 8 pies, particularly in reference to the introduction of a scheme which, in their opinion, was not well suited to the circumstances of this country.

PORT TRUST AND WHARFAGE FEE QUESTION.

Act V. of 1870, empowering Government to levy fees at all Government bunders, wharves, landing places, &c., came into operation on the 1st March last. Considerable dissatisfaction was felt by the public generally, at fees being levied on personal effects, and on every description of package in the hands of a passenger, and on which no description of charge had ever been levied before; and the additional burdens imposed on trade by the levying of fees on bunders and wharves, where none had been levied before, caused dissatisfaction in the mercantile community, and your committee were pressed to make representations on the subject to Government.

Your committee delayed doing so in the hope of receiving from Government some information on the subject of a proposed Port Trust, which it was understood had been under consideration for a year at least, but as no such communication was made, your committee addressed Government more than two months ago, asking for such information on the subject as His Excellency in Council might think fit to communicate, and urging the desirability of avoiding further delay in the settlement of a question of so much importance to the trade of Bombay.

In reply, your committee were informed "that Government had under its careful consideration the future arrangements regarding the harbour and foreshore of Bombay, and had been for some time in communication with the Government of India on the subject;" it was added, "that the result would be made known to the Chamber as soon as the Government was in a position to do so."

BANK HOLIDAYS.

As inconvenience was felt, and some dissatisfaction expressed, at the course formerly followed by the Banks in the matter of occasional extra holidays being taken without consulting the views of the merchants on the subject, the representatives of the banks took the matter into consideration, and appointed a committee of three of their number to confer with the committee of the Chamber from time to time as the usual holidays drew near, and so settle their dates and duration in concert with the Chamber, whose wishes they were desirous of consulting.

The views expressed by the bankers entirely met the wishes of your committee, and since January last the holidays have been arranged between the two committees accordingly.

STATISTICS OF COTTON AND OTHER GOODS TRAFFIC.

The statistics of the cotton receipts at Bombay, supplied in the Weekly Trade Return published by the Chamber, is about as complete as circumstances permit. The only drawback to the usefulness of this publication of receipts is the backward state of the returns procured from the G. I. P. Railway, which are usually from ten to fourteen days behind the date of the publication of the Weekly Trade Return, but there appear to be difficulties in the way of giving them with accuracy to a later date than we are doing at present. The information supplied by Mr. Rivett-Carnac regarding the quantity of land under cotton cultivation, and the fortnightly returns he supplies to the Chamber throughout the season of the export of cotton from the Berars and Central Provinces, are found to be of great service to all engaged in the cotton trade.

Early in the present year your committee requested the authorities of the G. I. P. Railway to supply certain returns regarding the movement of the traffic in piece goods, yarns, metals, &c., on the G. I. P. line of Railway, in order that the same might be published for the information of all interested in the trade of Bombay. Your committee regret to inform the members that though more than six months have elapsed since the matter was brought before the G. I. P. Railway authorities, and soon afterwards before the Government of Bombay, nothing has yet been settled; but your committee hope the matter may now soon be disposed of, and the returns asked for supplied, without further delay. The objection made by the railway authorities is that the information asked for by the Chamber would put them to some expense to prepare, but this can hardly be considered a very satisfactory reason, when the East Indian and Eastern Bengal Railways supply similar, and, indeed, more detailed information than we have asked for, to the Bengal Chamber, cheerfully, and without making the slightest difficulty about it.

Mr. Rivett Carnac recently submitted to your committee a very elaborate memorandum on "The interchange of Traffic between the G. I. P. Railway and the railways in the Bengal Presidency, from the 1st May 1870 to 30th June 1871." It was brought to their notice at a date so recent that there has not been time to examine and report upon it, but as copies will be in the hands of members shortly, they will have ample opportunity of examining the same, and making such suggestions as may appear expedient, in order that Mr. Carnac may be able to make future reports as complete and valuable as he desires they should be, to all interested in the trade of this country. The report submitted contains three interesting maps, showing the chief lines of railway, and the political divisions in Eastern and Western India; the distances of railway lines in Eastern and Western India; and the interchange of traffic on the various lines for the year ending 30th June last.

RAILWAY PROGRESS IN CONNECTION WITH THE BOMBAY PRESIDENCY.

Since the last annual meeting of the Chamber, the South-Eastern line of the G. I. P. Railway has been opened to Raichore, thus connecting Bombay and Madras by a continuous line of railway, with the exception of the bridge across the Kistna, which is in progress, but not likely to be finished for some time, though traffic along the whole line can now be carried on. A branch line from Waddy, south of Koolburga, to Hyderabad, Deccan, the Nizam's State line, has been sanctioned, and the works commenced; this line will open up a district of the Deccan in the Nizam's territory with which Bombay hitherto has had very little trading connection. Another State line in the Central Provinces that will connect the Hinginghat cotton districts and the Chanda coal district with the G. I. P. Railway is also about to be commenced. The Indus Valley line, which will ultimately connect Kurrachee with Mooltan, has been sanctioned, and the branch from Mooltan to Sukkur is about to be commenced, starting from Mooltan. Certain portions of the Rajpootana lines have been sanctioned, and the railway to connect Agra with Jeypore and Ajmere is about to be commenced. Your committee, however, regret to state that nothing seems to have been settled regarding the line of railway so much required to connect Bombay with Delhi and Agra through Rajpootana, from some point on the B. B. and C. I. line. The importance of such a line has been repeatedly pressed on the attention of Government by the Chamber; the Government of India had all but settled on such a line four years ago, when new proposals were put forward, what was supposed to have been settled was set aside, and, as usual, all thrown back to begin again, *ab initio*.

Mr. Danvers, in his interesting report of Indian Railways for the year 1870-71, referring to the recent connection of Bombay and Madras by the completion of the G. I. P. Railway to Raichore, and the previously completed line to Jabalpur, connecting Bombay with Calcutta, says—"Thus may the system of trunk lines for India, originally laid down by Lord Dalhousie, be regarded as completed." Your committee are unable to concur in this view. Lord Dalhousie himself, in his celebrated minute, that "he attached no great value to the connection by railway of the several capitals and seats of Government considered merely as such;" but it appeared to him "to be of the first importance to connect the several Presidencies by a line of rail, each with the other, and to unite Hindustan, and the districts to the north-west, with the western ports in the Peninsula."

It is this union with Hindustan and the North-West that Bombay still so greatly desiderates. "I consider," said Lord Dalhousie in the minute referred to, "that a line of railway connecting Upper India with the western ports and with the Presidency of Bombay, would be of great political and commercial value, and I beg leave strongly to advocate its construction;" and again—"I repeat, therefore, that I advise the construction of a line from Surat by Baroda and Neemuch to Agra, as being calculated to afford the greatest amount of general advantage." Your committee are of opinion that not till the line, so impressively referred to in the words just quoted, is carried out, can Lord Dalhousie's "system of trunk lines for India" be said to be complete.

MISCELLANEOUS.

Papers on various subjects of interest in connection with the trade of India and the East, which it is unnecessary to refer to in detail, will be found in the appendices to this report.

The references that have been made to your committee during the past official year, on questions connected with the custom of trade, and otherwise affecting the mercantile and shipping interests of the port, were duly considered and disposed of in the usual manner.

The income for the past year has been about equal to the expenditure; the balance in favour of the Chamber, in account with the New Bank of Bombay (Limited), on the 5th September, was Rs. 10,363-0-4.

In conclusion, your committee have now to return their thanks to the members for their ready attention and support on all matters on which they had occasion to consult them; and to express their acknowledgments to Government for the courtesy and consideration with which their representations have been received.

The Chairman then said—It has been usual hitherto for the member occupying the chair at the annual general meeting of the Chamber, in presenting the committee's report, briefly to review the events of the past year. I am sorry that owing to our late chairman, Mr. Grant, having gone to England the task has fallen into no more able hands than mine. On the principle that "the nation is happy which has no history" I may congratulate the Chamber on the absence of any very striking events in commercial circles. The storm which hung over us, when we last met, gradually has disappeared, not however without leaving traces behind. During the past few months much of the mischief has been repaired, and the year on the whole has been a good one for Bombay, in a mercantile point of view. The war which was raging in France when we last met terminated early in 1871, but only to be followed by events in Paris, equalling if not exceeding the horrors of the first French Revolution of 1792. That episode in history, too, has passed away, and I hope that all traces of it will disappear shortly. But, comparatively calm as the political horizon of Europe is at this moment, it is impossible for us as cautious merchants, whose gains and losses depend so much on political events, to fail to see the many germs of discord existing. We see in France an unsettled Government and a people thirsting for revenge on its late enemy. Germany and Russia are large camps. Austria is in its chronic state of nationality opposing nationality. Italy has debt and domestic troubles arising from the antagonism betwixt State and Church sufficient to cause anxiety to her ruler. In Spain the new monarchy is still on its trial. Indeed, we find that even the "most faithful army" of "His Most Faithful Majesty the King of Portugal" has lately mutinied at Goa. And in our own country, were there nothing else, the great labour question is always cropping out afresh. On all hands there are elements of discord which will induce every prudent trader to act warily. Fortunately recent improvements in science, steam, and the telegraph do much to save merchants in troublous times; had news of the late war not reached us at once, and had all the ventures been dependent on a six months' voyage by the old route of the Cape of Good Hope, disasters would have been greater; so that if one set of conditions are altered others are altered too, and transactions can be more quickly brought to a point. During the year a marked feature in commercial affairs has been the great ease of the money markets of the world. It was prophesied that when the Franco-German war ceased a sudden advance in the value of money would take place, but instead of that the Bank of England rate drooped until 2 per cent was touched, and it is only within the last week or two that we have seen any change. This change apparently does not arise from any greatly increased commercial demand for money, but probably owing to the bills paid by France to Germany, in part settlement of the war indemnity, having been discounted in London. Here as elsewhere, with easy money, stocks and shares have ruled high; and in the absence of any great speculation in joint stock companies, Government of India paper has been unprecedentedly high, 4 per cent touching par. It is a very noticeable and significant fact that our native fellow-citizens have invested much more largely in paper than has ever been the case hitherto. I cannot but think that this is a hopeful sign and augurs well for the country. The French 5 per cent. loan of 1871 has been largely subscribed to in Bombay, and the scrip rapidly went to a premium. The same has been the case with the municipal loan of the City of Paris. Yet I hope our native friends have thoroughly considered the political and financial position of France, and will not be led away by undue speculation. Of the general soundness of that country, financially speaking, there can at present be little question, and the French people have always honourably met their engagements. Still our native friends should remember that within the last 100 years, France has had something like fourteen different Constitutions, and he would be a bold man who would venture to say that there would not soon be another, and with it a foreign war. You now have observed from the figures furnished in the annual statement of the trade returns of the Custom House for the year ending 31st March that the total money value of the import and export trade of the port was much the same as last year, being £41,953,000, against £41,637,000 for the previous year. There is a marked falling off in the import of bullion, the figures being £3,314,000 as compared with £8,241,000 for the previous year. Of piece goods the imports appear to have been smaller—not perhaps a cause of regret. Of cotton the export has been larger than during the previous year, being 433 millions against 384 millions of lbs. You will be glad to notice an increase in the export of wool, seeds, coffee, grain and other serials, indicating, I hope, the commencement of an improvement in the trade in commodities other than cotton. I think you will agree with me that if we have a larger and more extended trade we shall have a steadier money market, fewer panics and crises, than we have at present. (Hear, hear.) Various subjects have engaged the attention of the committee during the year. Not the least prominent of these has been the delays in hearing suits in the High Court, in giving judgments, and in taxing costs. The delays in hearing suits, in the High Court, and when heard, in giving judgment and taxing costs, has greatly inconvenienced merchants. The long causes now being tried were as a rule filed in November and December last year; as an instance of the delay, I may mention that the firm with which I am connected filed a suit in June, and our solicitor informs us that there is little probability of its being heard under nine months. A gentleman in large practice here as a solicitor lately told me that he doubted if many suits filed in 1871 would be heard before 1872. In such a fluctuating society as Bombay, the difficulty of having witnesses present is thus greatly increased. Similar delays occur in giving judgment and taxing costs. When a suit is gained the loser not unfrequently is *non inventus*, and the unfortunate claimant finds himself baulked of his rights. The paucity of judges is undoubtedly the root of the evil complained of; and as I understand that the judges on the Bench are convinced of this, representation to Government will, I hope, produce a remedy for the evil. At the last meeting, in his speech to the Calcutta Chamber of Commerce, the Chairman remarked the inappreciable quantity of piece goods and twist which went past Jubbulpore from Bombay to Allahabad. But he did not explain the true reason for this, which lay in the exorbitant rate charged by the G. I. P. R. Co. as compared with the E. I. R. Co. Although Bombay is nearer to Jubbulpore than Calcutta is by 230 miles, we have had to pay Rs 3-5 per maund for carriage thither, whereas Calcutta merchants only paid Rs. 2-3½; and the difference against us in an ordinary bale of 8½ lbs. shirtings was about 2½ per cent on its value—a profit in itself. We represented the case to the officials of the railway, who either had not the power or were unwilling to alter it. But the matter was finally referred to the Bombay Government and to the Board at home, and I am glad to be assured that from the 1st of November we will have equitable arrangements, and have an equitable mileage rate established. We do not advocate a competition betwixt the G. I. P. and E. I. R. lines, which, situated as they are to Government, would be unseemly and improper, but only for fair mileage rates on both. Whilst on this subject I would call your attention to a very interesting and exhaustive memorandum on the subject of the interchange of traffic betwixt the two lines, prepared by Mr. Rivett-Carnac. Time does not allow me to enter into any details, but you will observe the great increase in the trade in grain traffic from East to West, and a marked improvement, although the quantities are still unimportant, in piece goods from West to East. I think, gentlemen, this is the beginning—I hope it is—of a larger traffic in imports between Bombay and the Provinces of Central India and those of the North-West. Whilst on this subject I would also refer to the difficulty—nay, impossibility of obtaining returns of the piece goods, twist, and metal trade carried by the G. I. P. line. The railways on the other side furnish the Calcutta Chamber with most excellent returns of all goods they carry. This, taken in conjunction with the export coast wise and by boats up the Hooghly, enables the Calcutta merchants very distinctly to trace the whole extent of trade, and he can see at a glance how to regulate his operations. We applied for similar figures to the B. B. and C. I. and the G. I. P. Railway Companies, and I cannot but characterize the plea of expense advanced by the G. I. P. Company as the reason for not compiling similar returns as paltry; but from a recent letter I have received I hope they are of better mind. I hope we shall get the returns we want, and at all events I am sanguine that Mr. Rivett-Carnac's department will be able to furnish us with such statistical information on the point as will be useful to us. We have invariably, gentlemen, been treated with great consideration and courtesy both by the Supreme and local Governments whenever we have had to approach either, and if in speaking of two matters which have occurred, I am obliged to notice a deviation from this attitude on the part of the two Governments, I feel assured that the exception only proves the rule. I should, however, be wanting in my duty to the mercantile community of Bombay did I allow the treatment we have received from the local Government in the matter of the Cotton Frauds Act, and from both Governments in that of the proposed new Harbour and Port Trust, to pass without a protest. On the 31st March we addressed a most temperate and respectful memorial to His Excellency the Governor of Bombay, praying for the abolition of the Cotton Frauds Act. Receiving no reply, we again wrote on the 27th May and again on 14th August, but still the memorial has received no official notice. The only inferences one can draw are either that it is intended to pigeon-hole the memorial, or else that the delays in the despatch of public business are unnecessarily great. I shall not go over the arguments against the Act. That would merely be again slaying the slain but it is manifest that matters cannot be allowed to rest where they are, and the first duty of the new Committee will probably be to consult with you as to the further measures to be adopted. With reference to the proposed new Harbour and Port Trust, our cause of complaint is still more grave. The Elphinstone Company's property passed, as you all know, into the hands of Government in April 1870. We have waited very patiently for sixteen months to be informed how it was proposed to administer this and the other property on the foreshore. On the 28th July we wrote to Government asking for information on this point, and were met by the reply that the result of the negotiation betwixt the two Governments would be made known to the Chamber as soon as the Government was in a position to do so. I think a different answer should have been given to us. I have lately seen it stated in the public prints that final orders have been received from the Supreme Government at Simla on the subject of the Port Trust, and this, if true, is precisely what I complain of. The Government of India has been good enough to ask our opinion on questions relating to currency and bankruptcy bills, but in a matter of the most vital importance to us final orders are issued from Simla, and we have no details afforded us, nor are we consulted in any way! I remember once reading a story—I cannot recall where—which very aptly applies to our case. A certain Minister was discussing with a friend a measure he proposed introducing by which the friend's interest would be materially affected. The Minister adduced many weighty arguments, which his friend heard attentively. When he had finished, he asked for a reply. The friend held up his foot, and said, "Do you see that shoe? What do you think of it?" The Minister replied, "It seems to fit well and it certainly looks well." "And yet," said his friend, "no one can tell where it pinches but me." Gentlemen, I say no one so well as the mercantile community of Bombay can tell where the new Trust is likely to pinch them, and to attempt to pass a measure of such importance without consulting them is like making shoes for a man without measuring his foot. All that the Supreme Government and all that the Bombay Government proposed, should, I submit, have been made public to the merchants of Bombay, either through the Chamber or otherwise, and their views ascertained. It would be very wrong of me to assume that what is eventually proposed will not be satisfactory to us. But what I dread is that after the two Governments have come to an understanding a Bill may be hurriedly passed through the local Legislative Council without our having an opportunity of duly weighing the whole question—in fact, that the whole matter may be regarded as a foregone conclusion. The delays in bringing matters to a point betwixt the two Governments have been injuriously great already, but even at the risk of further delay we must insist on full time for consideration. To do the Bombay Government justice, from all I can learn, they appear to have strenuously opposed anything likely to unnecessarily burden trade; but I feel convinced that had they taken the mercantile community of Bombay into their confidence in this matter their hands would have been greatly strengthened. Even at the risk of further delay I feel assured of this, that we must take full time to consider the whole question—all the sums that should be debited to the new Trust the annual revenue to be raised, and how it is to be administered. At any rate, the mercantile community of Bombay must be fairly represented in the Board of the new Trust. In a minute I lately placed before you, I endeavoured to advance a few preliminary considerations on the whole subject, and I hope soon to see the whole question thoroughly ventilated. There are many other matters, gentlemen, on which I should like to touch did time allow me. The measurement of cotton bales, for instance, for the success of which we are so largely indebted to the untiring efforts of three of the members—Mr. Bythell, Mr. Kittridge, and latterly Mr. Lang—is worthy of consideration. The question of drawback on re-exportation on goods not easily identified is another, and in this the Government of India has acted in a very liberal and just spirit. Our local Custom House arrangements have also engaged our attention. We have had every reason to acknowledge the courtesy and consideration with which the gentlemen at the head of the Customs have at all times received merchants. But our grievance is the perpetual changes. When a gentleman may have acquired an insight into what is necessary—no easy matter at any time—he is removed, and the new officer appointed has to begin the work *ab initio*. The result is that for a time he is thrown back upon his native subordinates, who do not always interpret the Act in its most liberal spirit. During the last four years there have been no less than four Commissioners and five or six Deputy Commissioners. What we desiderate is that the pay of these officers be such as to render it worth their while to continue during their service in the department, the Deputy Commissioner being qualified to step into the Commissioner's place should he at any time be absent. This has been represented to Government, and I hope the matter will be favourably received. Mr. Juland Danvers' report on Indian Railways will have been in the hands of most of you, and on the whole the progress made must be regarded as satisfactory. This is no place to fight over again the battle of the gauges, but speaking as merchants we can have little hesitation in according our assent to the decision come to to adopt the 3.33 feet gauge. The objections raised to it have been mainly on strategic grounds, but as far as we are concerned the narrow gauge will carry fast enough for us, and the cheaper the first cost the lower will the rate for carriage be. We must press for an extension of the B. B. and C. I. line though Rajpootana to Agra, for this will be of immense benefit to Bombay, and would put us in a position to secure the trade of the North-West Provinces. I think the new Committee must strongly urge the Government of India and the Secretary of State that this is one of the most important lines in the old country and should be at once started. You will be glad to see that the Indus Valley line has been at length begun, but to my mind this extension through Rajpootana is of still more importance to the commercial interests of Bombay. In conclusion, gentlemen, and on behalf of the retiring Committee, I have to thank the members of the Chamber for many timely and valuable hints. The Committee, like yourselves, are mostly busy men, but we have tried to do our best, and we have been aided therein by our indefatigable Secretary, Mr. Taylor. Any shortcomings of which we may have been guilty will, I am sure, be leniently regarded by you. Our late Chairman, Mr. A. D. Grant, left for England in April last, and I must say we have felt his loss very much. He took a keen interest in all questions affecting the trade of Bombay, and his career as a mercantile man was marked by great ability. I have only one more remark, and that is to refer to what I have seen stated once or twice, that the Chamber is somewhat supine. I think that statement is partly accounted for by the fact that our reports come out only once a year, and that we do not meet very frequently to discuss questions of interest among ourselves. But for all that, I think when you have seen the reports, you will agree with me that we have not been supine, and that although we do not use this room as a place in which to air our eloquence, still we have our eyes open to all mercantile questions and everything that is to the interest and advantage of the port. With these remarks I beg to move the adoption of the report. (Applause.)

The motion was seconded by Mr. Henry.

Mr. Sedgwick (of Killick, Nixon, and Co.,) proposed, "That the report of the Committee be received with thanks and printed for general information, together with the documents therein referred to."

The motion was seconded by Mr. Nanabhoy Byramjee Jeejeebhoy (of Messrs. G. S. King and Co.), and carried.

Mr. Beynon (of Messrs. Blascheck and Co.) moved, "That the members of the retiring committee do now receive the thanks of the Chamber for their attention to its interests during the year of office now expired."

Mr. Brandenburg seconded the motion, which was agreed to.

Mr. R. L. Reid (of Messrs. Finlay, Scott, and Co.,) proposed, "That the following gentlemen be fixed as the Committee for the ensuing year:—Mr. W. G. Hall (Messrs. W. Nicol and Co.), chairman; Mr. J. K. Bythell (Messrs. Gaddum and Co), deputy chairman; Captain G. F. Henry (superintendent P. and O. S. N. Company), Mr. J. Macalister (of Messrs. Finlay, Muir and Co.), Mr. J. A. Forbes (of Messrs. Forbes and Co.), Mr. H. Dods. (Messrs. Hutchison, Dods and Co)., and Mr. James Douglas (agent, Chartered Bank of India, Australia, and China.)"

Mr. J. P. Negreponte (of Messrs. Ralli Brothers), seconded the motion, which was carried.

The Chairman then invited remarks on matters connected with the Chamber.

Mr. J. K. Bythell moved—"That the fee for measuring bales of cotton or bales and cases of other produce, be reduced from a half to one-third of an anna (four pies) per bale or package." In the course of a long speech Mr. Bythell recalled the circumstances under which the Chamber's new rules of measurement were adopted in November last. The price per bale was then a half anna per bale, and it was decided to retain that price during the ensuing season with the view of meeting the expenses of the working of the scheme, of forming a reserve fund, and of clearing off debt that had been incurred; and for these purposes the working of the scheme had been referred to himself and Mr. Kittridge. The debt before October 1870 amounted to R. 4,056. Shipments continued small, so that by the end of November the debt had increased to Rs 4,893; by the end of December, to Rs 4,812; by January shipments became more active, and the debt fell to Rs 4,365; in February, to Rs. 2,522; by March there was a surplus of 794; by April 30, Rs. 3,947; by May, Rs. 9,191; until by the end of June, the surplus amounted to Rs 11,378. (Hear, hear.) This was a sum much larger than was anticipated, and was greatly due to the sudden impetus given to shipments in the months of May and June by the unexpected advance in the value of cotton. The expenses last year, he might also mention, had been less than those of the preceding year, or indeed of any preceding year. Touching the reduction of the price of measurement to one-third, he said it had been carefully considered, and was only the result of considerable calculation. Regarding the merits of the scheme itself, he thought that, considering the enormous amount of bales measured, that the bulk of the work had been done in the last three months of the season, and that many of those in the department were new to the work, the Chamber might agree that it worked remarkably well. He believed the measurers had done their work honestly and correctly. A few complaints had been made, but only on two occasions were those working the scheme able to detect any mistake or any fault on the part of the measurement. One of the mistakes was the mixture of some up-country bales with others, but by making different presses do the work for different kinds of bales, errors had been avoided; and although it was common for ships to mix in one boat various bales a similar mistake had not been since complained of. Most of the complaints that had been actually made were traced to the opposition raised by dubashes. The muccadums had behaved very well. That the dubashes should have given the new scheme their opposition was only to be expected, because, as matters used to be, more than £4,000 per annum would find their way into their pockets that would not now, and this sum they would not allow to slip from them without making an effort to retain it or harass those who had taken it. It had been rather surprising to find that early in the season these dubashes gave very little trouble; but they had been only biding their time; and when trade had well begun they commenced their system of annoyance. One rule they found a good handle for their purpose was that relating to captains being present at the measurement, when they contrived to throw difficulties in the way of their coming at a certain time; but he now wished to tell shippers not to allow dubashes to get the upper hand of them in the way they did, and to point out that the rule alluded to did not interfere materially with shipments. All that shippers had to do was to intimate to a captain the time and place of the measurement, and if the captain could not come, then the shipper could get the goods measured by the measurers, and the captain's interests would be just as carefully looked after as though he were present. When captains, acting under dubash influence, refused to take on board bales so measured, a pressure was brought to bear upon them, and they had always yielded when they saw the company in earnest. It had happened that some persons had gone up to a muccadum and placed a few bales on the bunder and told him to measure them, and when that had been done, they said, "Now, there are 500 more like this on the average, so give us a certificate for their measurement." This had been a trick. There could be no doubt that the dubashes' object, if they had got these bales alongside the ship, which bales would probably have been found much larger than they ought to be, would be to say, "Of course that is what you get by Chamber of Commerce measurement," and so try to damage the scheme. But a rule was made that if any man asked for an average it was not to be given. The bales, if brought to the bunder, would be measured when the fees were paid, and no bales beyond those placed before the measurers would be credited with measurement. A great difficulty that had to be contended with was the deliberate system of falsehoods which dubashes told ship captains when they entered the port. It was common for them to tell captains that ships were now carrying more bales, but fewer tons. In fact, dubashes attributed to the Chamber of Commerce scheme of measurement all the vices that existed under their own system of measurement. Mr. Bythell referred to reductions dubashes had made in order to win back the trade, and he warned those shippers who had gone to dubashes that they were acting against their interests; because, if the dubashes got all the trade into their own hands, it was not to be supposed they would continue their cheap rates; they would very soon increase the measurement, and put it up to the old average, which would cover to a certain extent the delinquencies of bad skippers. He appealed to consignees to help the Chamber more than they did. When a consignee found that a dubash had been at work, misrepresenting the Chamber's scheme with some captain, he should also take the captain aside and tell him the real facts of the case, and point out the advantages of the scheme, especially that it was not true that tonnage was reduced and that averages were allowed. The consignee should also impress upon the captain to try the new scheme at any rate, and afterwards compare his average loss with losses he had had on former voyages, and he (Mr. Bythell) felt sure the skipper would find he could carry more tons than ever he could before. He also thought consignees should have a word with dubashes, so that these might be taught their true position more. Indeed, when trade was now so much conducted by steam, and when so little time was occupied by coming by the Suez Canal, he thought dubashes could in most cases be dispensed with. In passing from this subject Mr. Bythell said it was a matter of notoriety that the Chamber had no proper statistics as to actual shipments. What passed through the Custom House might be ascertained, but that was a very different thing from learning the quantity shipped on any one day or in any one week. Henceforth he hoped to be able to procure statistics showing the quantity shipped as well as the list showing what had passed through the different bunders. Of course ships at present partly laden would be excepted, but otherwise the coming statistics would be complete. (Applause.) Mr. Bythell concluding by again reading his motion.

Mr. John Lang seconded it, and it was unanimously adopted.

A vote of thanks was then passed to the chair, and the meeting separated.

INDIAN ITEMS.

We observe it stated that Dr. Gell, Bishop of Madras, while on leave in England, lived on a curacy of £120 a year.—*Pioneer.*

Two companies of the Sappers and Miners from Roorki under command of Captain Harvey, R.E., will form part of the expedition into the Looshai country. Also two companies are about to proceed to Calcutta for the survey of the Hooghly. The remainder of the corps at Roorki march under the command of Captain Murray for Delhi.—*Ibid.*

COMMAND OF MADRAS GARRISON.—We understand that Brigadier General G. B. Shakespear resumed command of the Centre District from yesterday the 1st instant.—*Madras Times*, Oct. 2.

SOMETHING WORTH KNOWING.—We were under the impression that Government currency notes could be encashed at the Bank of Bengal, irrespective of circles of issue, at par; but we find that it is the practice of the Bank to charge one per cent for encashing notes of up-country circles, or of other presidencies. This practice will have greater significance when we inform our readers of the fact, which is not generally known, that notes of any circle can be encashed at par on presentation at the Paper Currency Office.—*Indian Dialy News.*

DURING the stay of the Lieutenant-Governor in Dacca he was entertained at a grand dinner by Khajah Abdul Gani Meah, C.S.I.

A MILITARY correspondent of the *Pioneer* states that the Committee on Field Guns has just sent in its report, finally recommending the 16-pounder of 12 cwt., 3-6 inches calibre, charge 3 lb., for adoption, and that a battery is to be sent to Aldershot to be thoroughly tested.

A FLOOD.—During the five days in September in which it rained almost incessantly at Lucknow, the quantity gauged was forty inches. From the 1st to the 20th September forty-six inches of rain had fallen.—*Englishman.*

SEVERE STORM.—The station of Ghazipore has, we learn, been visited by a severe storm, accompanied by unusually heavy rain, which commenced on the evening of the 25th ult., and lasted till eleven o'clock the next night. The greater part of the kutcha buildings are said to have been destroyed, and the narrower lanes rendered impassable by the fallen walls.—*Ibid.*

THE MARRIAGE LAW OF INDIA.—A very large assemblage, both of Europeans and natives, met in the Town Hall on Saturday afternoon to listen to the lecture on the "Marriage Law of India," by Babu Norendro Nath Sen, and the address of Babu Kesab Chandra Sen.—*Ibid.*

A NARROW ESCAPE.—On the morning of Tuesday last, Colonel Farewell, accompanied by Captain Morant, while on a tour of inspection to Mr. McIvor's bund, Lake St. Lawrence, had occasion to cross the roaring torrent, and for the purpose threw across a narrow plank about 30 feet long. Colonel Farewell succeeded fairly in getting over to the other side, but Captain Morant and Mr. Frank's lascar, while at the middle of the stream, felt the plank swing beneath them, and in the twinkling of an eye were precipitated into the foaming cataract. The lascar, at the point of sinking, was dragged ashore by Mr. McIvor's peon by means of a rope he had the foresight to provide himself with; he was almost insensible, and his right shin was fearfully bruised from the violence with which he was hurled against the rocks; but the danger to which Captain Morant was exposed was extremely imminent, for having been dashed against a large rock he clung to it with his head above water. Colonel Farewell being on the other side of the stream was deprived of rendering any assistance. Once Captain Morant let go his hold and attempted to swim, but the rude torrent hurled him back to the merciful crag, to which, although very slippery, he clung once more. Mr. Frank arrived just in time to throw a rope to Captain Morant, which, after several unsuccessful attempts, he managed, the Almighty knows how, to tie round his waist, and was thus happily rescued. A few years ago Mr. Schnarrie in attempting to get across this very stream mounted on a pony, but higher up where the current is not so strong, was carried away and met with his death.—*Neilgherry Excelsior*, Sept. 29.

THE LOOSHAI EXPEDITION.

(*Pioneer.*)

The following are the dates of departure of the various corps of the Looshai expeditionary force:—Peshawur Mountain Train Battery left Abbottabad on 20th September; two companies of Sappers and Miners to leave Roorki on the 12th October; 2nd Goorkhas to leave Dehra on the 15th October; 4th Goorkhas to leave Bukloh on the 15th October; 27th N. I. to leave Bareilly on the 15th October.

We may expect the Battery and 2nd Goorkhas to arrive on 23rd October; the 27th N. I. on 1st; and 4th Goorkhas on 4th November; the 44th, 42nd, and 22nd, except a wing of the latter, are already in the Eastern Frontier District. The embarkation from Calcutta for Chittagong will take place on the 29th October, and 8th and 16th of November. Commissariat stores are already being pushed up to Cachar, but we hear that some other departments are not exhibiting the same activity. We believe that the 42nd and 44th have actually not yet received their rifles! It is said that the applications from officers to serve "in any capacity" with one or other of the columns are as numerous as if the business were to get invitations to an India House ball. Evidently men think that any campaigning is better than none, but for our own part we should consider the Looshai country anything but an inviting one even for a military pic-nic. Leeches, ticks, gadflies, and vermin of all sort are promised in abundance, but in other respects the *agremens de voyage* will be Spartan—no tents, no nothing, except that officers will carry two days' provisions in their havresacks, the said provisions being Government rations. However, the "happy heart and good pair of breeches" get through a great deal, and we fancy there will be occasion for both. The great apprehension is lest the Soorma should fall so that the Commissariat and Ordnance stores would not be able to get up country by steam.

THE KURRACHEE "PALATIAL" BARRACKS.

(*Sindian.*)

A COMMITTEE OF INSPECTION was ordered to be held by Government over the blocks of barracks recently erected here, the instructions or orders from Bombay for the Committee having, we believe, been received by mail steamer on Tuesday, 26th September. The wishes of Government were speedily communicated to the Engineering Departments, and the officers appointed on the Committee, and specially selected by Government, were directed to hold themselves in readiness for the purpose. They were, Captain LeMessurier, Superintending Engineer in Sind; Captain Dowden, Executive Engineer, Lower and Central Sind; and Mr. T. G. Newnham, Chief Engineer Sind Railway.

The objects of the inspection, we learn, were to test the stability of the works, and to ascertain whether there are any perceptible defects, which may give rise to apprehensions of the barracks not being what they are supposed to be. The orders received were to the effect that the inspection should be a close and searching one, and that the report of the Committee be submitted forthwith.

Intimation of the inspection that was to be held was duly made to the contractors, Messrs. McKenzie and Cosser.

Accordingly, the contractors made the necessary preparations to receive the Committee on the grounds of the barracks. At 6-30 A.M. on Thursday last, Captain LeMessurier, Captain Dowden, Captain Awdry, assistant executive engineer, Mr. Newnham, Mr. Wood, supervisor, and Mr. Janardhan Wassoodeo, assistant engineer, and Messrs. McKenzie and Cosser, assembled on the spot, and the enquiries commenced. The first thing done was to take an outside view of No. 4 block, last finished; the first portion looked at was the corner facing the west, whence the members of the Committee proceeded straight up to No. 1 block, towards the south. Thence they proceeded to the back of the barracks, and returned to No. 4 block, whence they started. Mr. McKenzie headed the Committee, and was exceedingly communicative in regard to matters of detail connected with the construction of the works, so that if the Committee complained of the want of data to go upon in its inquiries, it certainly could not have laid the blame of the desiderata on Mr. McKenzie. The expedition used in surveying the blocks externally showed that the Committee was sensibly alive to the value of time, for it was not above twenty minutes in making the round of the four barracks. This portion of the work to be discharged having been concluded, much to the satisfaction of all present, the contractors included, the Committee was then led to the upper portion of No. 4 block, the verandahs of which were duly promenaded, the same course of procedure being adopted in the blocks Nos. 3, 2, and 1. A little additional time was occupied in these proceedings, as the Committee had to ascend and descend; an hour was taken up, the whole of the inspection having been completed within forty minutes of two hours. A degree of deference, we are glad to know, was shown to the feelings of the occupants of the married quarters in the side wings, which were allowed an immunity from the prying eyes of the Committee; moreover, as it was so satisfied with what it had seen, it deemed it superfluous to extend its researches further.

All this being done, the Committee was ushered into the office of the contractors, where, we believe, a sort of consultation was held for about an hour; surprise was pretty freely expressed as to the reason or reasons which could have induced the Government to have taken the step of ordering at inspection of the barracks, and that with the least possible delay. The Committee was dissolved amid the congratulations of the members; the Engineering Departments no doubt exulting over the idea that all's well that end's well.

We desire to congratulate the Engineering Departments on the highly flattering report that will be submitted by the Committee of Inspection. The Superintending and Executive Engineers, and their assistants, will now have all doubts and suspicions removed as to the amount of supervision they were supposed to have exercised over the works in their various stages of progress.

We may as well mention that not having correct information regarding the day appointed for the inspection, we sent our Reporter to the barrack grounds on Wednesday morning, when he returned with the intimation that masons were then employed on the barracks. On the morning of the inspection, however, there were no traces of them; soon after the Committee left they were again seen busily engaged on their ladders suspended to the arches and walls. The question suggests itself here as to whether the repairs the masons were engaged on were at the direction of the Engineering Department, or whether at that of the contractors. If the former, then it seems passing strange that barracks recently constructed should stand in need of repairs; if the latter, then we should like to know what the contractors have to do with the barracks months after they were delivered over to Government, and occupied by troops. We may, at an early opportunity, have something to say regarding the Committee of Inspection held on Thursday last. Such as were instrumental in bringing it about and causing annoyance and inconvenience for the nonce, have had their hands blackened by the report, to use an orientalism, but it has been asked whose faces will the hands themselves blacken!

SCHEME OF REFORM OF THE D.P.W.

"ONE OF THE YOUNGEST MEMBERS" of the P. W. D. sends the following scheme to the *Indian Daily News*:—

I. The whole of the Staff of the Department, engineer, account, upper and lower subordinate, should be divided into three main branches, namely,—

Constructive Branch.
Mechanical Branch.
Maintenance Branch.

The duties of the Constructive Branch should be to devise, estimate, and construct the public works of the country. The duties of the Mechanical Branch should be to purchase, manufacture, and repair engines, machinery, tools, and plant of all descriptions, also to purchase and supply to the constructive and maintenance branches English stores and materials of all kinds, also to educate and supply men—European, East Indian, and Native—to work engines and machinery for the other branches.

The duties of the Maintenance Branch should be to take over from the Constructive Branch all public works when completed; to this branch would fall all repairs of buildings and maintenance of canals, roads, and railways.

II. The Constructive Branch should be organised as follows:—

There should be one Chief Engineer and Secretary to Government for Irrigation, one for Railways, one for Military Works, one for Public Roads and Buildings. There should be as at present Superintending Engineers of circles, and under them the other officers and subordinates as at present organised.

The duties of the Chief Engineers should be to issue orders as to schemes to be got out to direct the main lines of new canals, roads, or railways, and to receive from Superintending Engineers complete drawings, specifications, and estimates of proposed new works. It should be their duty to modify, alter, and improve these drawings and estimates, and to obtain the final consent or refusal of the Government to carry out the proposed new works. The Chief Engineer having obtained sanction to any new scheme should send full instructions, drawings, specifications, and estimates to the Superintending Engineer, and here his authority should end.

The duties of the Superintending Engineer should be to propose, design, and carry out works. He, and he alone, should be responsible direct to the Government itself for all the details of designs and works; and, for this purpose, he should have full power to alter any details of the original designs—the Chief Engineer alone being responsible for the main features and general character of the original scheme, the Superintending Engineer should be responsible direct to the Government and not through the Chief Engineer, for all money expended in his circle, over which he should have entire control; he should have power to indent direct upon the Mechanical Branch for any machinery, tools, or plant that may be required for his work, the full value of which he should be required to pay that Branch from an Annual Budget Grant for the purpose, the Mechanical Branch taking back the engines and machinery at their value when done with.

The Superintending Engineer should have full power to dismiss from his circle any one serving under his orders with whom he had reason to be dissatisfied, and should have, as far as possible, his choice of available men to fill vacancies: he should also be supreme in every question of the interior economy of his circle, subject, of course, to the general rules of the public service.

Attached to the office of each Superintending Engineer, and serving under him should be an accountant of ability and experience who would be the right-hand man of the Superintending Engineer in all matters relating to accounts, and whose duty it should be to submit to the Controller the monthly accounts of the circle compiled from those sent him by the various officers in the circle.

The whole of the officers and subordinates of the constructive and other branches should be under the general orders of their respective Chief Engineers, who should have power of promotion on the Superintending Engineer's recommendation and power of dismissal from the service of all but covenanted officers.

III. The Mechanical Branch would take time to develope, but, when in full working order, should be thus organised.

There should be one Chief Superintendent of Workshops. He should have power over the whole staff of the Mechanical Branch, similar in every respect to that of a Chief Engineer of the Constructive Branch. His duties should be to inspect and control the Government Workshops, to obtain from England through Government agents there all engines, machinery, tools, plant, and store required, and to be generally responsible to Government for the economical working of the Branch. Under the Chief Superintendent should be Superintendents and Assistant Superintendents of Workshops. These officers should have charge of workshops and stores built at the principal centres. Their duties should be to supply machinery, tools, plant, and stores required by Superintending Engineers of the other branches, and by the public generally. They should also have under them a sufficient staff of foremen, European and East Indian mechanics, to send to out stations to superintend, erect, or repair engines or machinery.

This branch should be able to construct in the workshops any articles in metal or timber required by Superintending Engineers, supplies of all kinds of material being kept for that purpose.

The Mechanical Branch should be entirely self-supporting, the other branches paying for all work done, the original first cost of workshops, fixed machinery, and value of English stock being a capital amount sanctioned in the first instance by Government.

IV. The Maintenance Branch of the Department should be organised similarly to the Constructive Branch. In this branch the circles would be much larger than in the Constructive Branch, and fewer Superintending Engineers would be required.

V. The objects of this scheme are:

1st. To subdivide the work, so that engineers of different abilities may have work suited to their abilities.

2nd. To give to one man—the Superintending Engineer—full authority and responsibility, and to give him weight in his circle, so that he may be respected and obeyed without cavil.

3rd. To introduce the much-needed mechanical element into the department.

4th. To insure men of practical ability being placed in charge of works.

OUR MUSSULMAN SUBJECTS.

The following letter appears in the *Pioneer*:—

Two recent issues of the *Pioneer* have reproduced two articles from the *Spectator* and the *Athenæum* regarding the book lately published by Mr. Hunter, C. S., on the Mussulmans in India. I have not the book to refer to, but from the articles of the London papers above mentioned, it would appear that Mr. Hunter has put forth several most extraordinary statements. For instance (I speak from memory, the articles not being before me,) he states that no Mussulman holds the Queen's commission in the army. Can it be that he is ignorant of the fact that almost without exception in the Native Cavalry Regiments the *Commissioned* native officers are *Mussulmans*, the exceptions being *Sikhs*? No *Hindustani* holds a commission in such regiments. In the Infantry perhaps the Hindustani Commissioned officers are in the majority. But there are still large numbers of Mussulmans holding the Queen's commission and ranking as Captains and Lieutenants. Again, the *Spectator* says (on the authority of Mr. Hunter) that there are no Mussulmans on the Bench or among the Bar of the Supreme Court. If by that phrase the writer means the Calcutta High Court, he is surely wrong. True, the only native Judge on that Bench is a Hindu, for the simple reason that for every one Mussulman who cares to qualify himself for such an office there are ten Hindus. But among the Bar in Calcutta, as in Allahabad, Lucknow, and everywhere where there is a "Supreme Court," the Mussulmans are not less in number than the Hindus, and their professional emoluments are as great, and their social status as high, in the one case as in the other; the only difference is perhaps that we find more English-speaking lawyers among the Hindus than among the Mussulmans. The *Athenæum* has (on Mr. Hunter's authority, it must be presumed,) the most astounding statement, that, beyond the High Court, no *Mussulman holidays* are recognized by Government! *Credat Judæus Apella.* Can it be that Mr. Hunter is not aware that in every Judicial, Criminal, Revenue Settlement, and Police (and many other) offices throughout the length and breadth of the land, from Cape Comorin to the Cabul frontier, from Kurrachee to Rangoon, the Mussulman holidays are recognized and sanctioned by every local Government? Is he ignorant that throughout the whole country Government has exempted from land-revenue a vast number of villages and estates, simply that certain Mussulman shrines may be supported. To give one instance near Allahabad—the *Peer* or *Shah* of Salon, in zillah Pertabgurh, has an endowment of Rs. 30,000 a year from the State!

And "the Kazis have been abolished!" says the *Athenæum*. Any person who knows anything about Upper India should know that the Kazis have not been abolished. To be sure they do not *bastinado* people, as they are said to have done in the time of Haroun-ur-Rasheed. But they are everywhere to be found as Government officials under the title of "Registrar."

It would take longer time than I have at my disposal to show up the mis-statements contained in these English newspapers. But I can point out from a book before me that in one province at least of India the Mussulmans occupy a far higher rank in the eyes of Government than do the Hindus. The Mussulmans in Oudh are 10·7 per cent or one-tenth part of the entire population. We might expect, then, to see the Hindus in office far outnumbering them. The fact is just the reverse. The Oudh Civil List for July last shows that the only Assistant Commissioner in the whole province is a Mussulman, who has thus been raised to a position to attain which the three Hindus who lately passed through Allahabad were obliged to remain in England for three or four years at enormous expense to themselves and to the distress of their families. Next come the Extra Assistant Commissioners. Of the *four* 1st grade on Rs. 600 a month, two are Europeans and two Mussulmans; no Hindu. Of the twelve 2nd grade on Rs. 400, six are Mussulmans, four only Hindus. The last three appointments to be Extra Assistant Commissioners were Mussulmans. Out of the forty-nine Tehsildars, who in a Hindu country collect the rents of the Hindu peasants, no less than twenty-nine are Mussulmans. *Quid Multa?* Of the 276 "Barons of Oudh," we should expect to have nine-tenths Hindus: the local peerage shows that there are only two-thirds. The other third are Mussulmans of a much higher status and with larger estates than the mass of the Hindus. In conclusion, when the Viceroy selected a native aide-de-camp, he did not, as might have been expected, select a representative of Hind, but gave the post to a Mussulman. But I leave to men with more leisure than I have, and with an abler pen than mine, to expose the fallacies which the articles from the *Spectator* and *Athenæum* under notice contain.

SHUNKULUR.

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A FIELD OPEN FOR MISSIONS.

TO THE EDITOR OF THE "BOMBAY GUARDIAN."

Dear Sir,—Will you please allow me, through your paper, to call the attention of Missionary Societies, to the need of the Saugor District and its surrounding countries, for so many years left without any missionary agency?

The Church Missionary Society has a station at Jubbulpore, and the Free Church of Scotland another at Nagpore, but from Jubbulpore north, by Dunoh, Saugor, Nowgong, and Jhansi to Cawnpore, I believe there has been no missionary at work for many years.

More than twenty years ago the Saugor District was occupied, I think for the first time, by the Revs. Makepeace and Philips, of the Baptist Mission, for the period of three or four years, but from various causes that Society removed their missionaries to older Mission stations, and since their departure no other Mission or missionary has taken up the work.

Perhaps a principal reason for this field not being occupied has been its inaccessibility, but that objection can no longer be raised against it since the completion of the line of railway joining Jubbulpore to Bombay; and now that a first class road, about seventy miles in length and costing upwards of two lakhs of rupees, is being pushed forward to connect Saugor with the railway at the Nursingpore station, we may expect to be able, in little more than a year, to reach Bombay at any season of the year in four or five days.

The climate is considered by many officers, Bengal and Madras, to be a very pleasant one. With a hot season of about six weeks and a rainfall averaging 50 or 60 inches, the climate is very fairly suited to the European constitution, as may especially be noticed in the hearty appearance of the children which abound in the station. The severe jungle fever, which attacked many in former times, has much abated in its intensity since the jungles have year by year been more and more cut down, and the ground cultivated.

The country, covered as it is in the cold weather from end to end with crops of all kinds, between the hills, is a very pretty sight. All round the district are native States and dependencies with large populations which can scarcely ever have heard the Gospel of Salvation. The population of the Saugor District is stated in the Central Provinces Gazetteer to be 456,000.

The station itself, with its European infantry and artillery, native cavalry and infantry regiments, its large bazaar and extensive city, containing in all a population of 51,000 souls, is a mission field in itself in which one or more missionaries would find full employment at those seasons of the year when the climate does not admit of any extended operations in the district; while throughout the cold season the weather is so pleasant that Europeans find they can travel with real enjoyment to themselves and benefit to their health.

The whole field is indeed so large a one, that Saugor might well be established as the head-quarters of an extensive Mission, and it seems a thousand pities that so promising a position for carrying the Lord's work into the heart of India should be left unoccupied for so long a time.

I cannot help hoping that if these facts were brought to the notice of the Evangelical Missionary Societies at home, some one or more of them would be able, by the Lord's help, to see their way to entering into so wide a door standing open ready to receive them.—

Believe me, yours very truly, G. B. R.

P. S.—I enclose some extracts from that sensible and interesting work "The Administration of India from 1859 to 1868," by Iltudus Thomas Prichard, in which he speaks of the Central Provinces generally.

"Pages 204 and 205. The temperature of these regions is considerably lower than that of India generally, the level portions being elevated table land, and the mountain ranges large forests and broad rivers, all contributing to this result. It is peopled by various races of men, the aboriginal inhabitants far outnumbering the Hindu and Mahomedan. * * * *

"Rich in mineral resources, with an extremely fertile soil, except where uncleared forest and mountain ranges check cultivation, abounding with large rivers, and inhabited by a peaceable and docile population, this magnificent tract is capable hereafter of being developed into one of the most valuable sub-divisions of the Indian Empire. * * * *

"Page 214. That a great future is before the Central Provinces must be apparent to any one who will study the map of India. Consisting mostly of elevated plateaux of table-land, fertile beyond description, lying in the very heart of the Continent, with a climate that will be salubrious and tolerably temperate when the jungle has been cleared away and the country drained; within easy reach by rail of the western coast and the harbour of Bombay; * * * intersected by the main arteries of traffic between Europe and Upper India; in a political and strategical point of view the safest part of the whole Continent, because the furthest removed from the frontier * * &c., &c.—the Central Provinces bid fair to be hereafter the nucleus of British enterprise and the heart of British power in the East."

THE FIELD ARTILLERY AT ALDERSHOTT.

(*Times*, Sept. 6.)

Yesterday the whole of the Field Artillery assembled for the manœuvres paraded in the "Long Valley" at Aldershott, before being broken up and attached in detail to the three separate Divisions of the Army. Fifteen batteries were present, making a total of 90 guns, a larger force than has been brought together in England for many years. The superior officers for whose inspection they paraded were both artillerymen, representing both the discipline and the armament of the corps. Brigadier-General Adye, C.B., Director-General of Artillery and Stores, was the senior officer of the two; Colonel Middleton, C.B., Deputy Adjutant-General, was the junior. We know not how the etiquette was arranged, nor who "took the salute," and we shall certainly not inquire. The great fact worth knowing is that the two officers responsible for the efficiency of the Royal Artillery and of a good deal besides pull together harmoniously without rivalry or jealousy. And well might they be pleased yesterday as they glanced down the long line of our famous guns and still more famous gunners; every piece a triumph of workmanship and care in preservation, every man well disciplined and devoted to duty. The material is in a state of transition from a complicated breech loading to a simple muzzle-loading system. The country need ask no better than that the men should remain what they are.

The Artillery Staff for the campaign consists of a Colonel commanding the whole, with his Staff; a Colonel, with Brigade Major and A.D.C., commanding the Reserve; and a Lieut-Colonel, commanding the artillery of each Division, with his Adjutant. The whole force is to be distributed as follows:—

Commanding Officer and Staff—Colonel Phillpotts, R H A, commanding R A; Brigade Major, Captain J R Oliver; Aid-de-Camp, Lieutenant H R Y Browne; Adjutant, Captain Whinyates

ARTILLERY ATTACHED TO DIVISIONS.

First Division—Lieutenant-Colonel and Brevet-Colonel C S Henry, C B; Adjutant, Captain Burn, R H A Batteries—Lieutenant-Colonel Tod Brown's Battery A of C Brigade, R H A; Lieutenant-Colonel Lukin's Battery A of 11th Brigade, R A; Captain Hill's Battery K of 4th Brigade, R A.

Second Division—Lieutenant-Colonel and Brevet-Colonel the Hon E T Gage, CB; Adjutant, Captain and Adjutant Browne, RHA. Batteries—Lieutenant-Colonel Andrews' Battery B of B Brigade, RHA; Captain Booth's Battery B of 14th Brigade, RA; Captain Higgo's Battery C of 14th Brigade, RA.

Third Division—Lieutenant-Colonel and Brevet-Colonel F W C Ord, RA; Adjutant, Lieutenant F C Ord, RA. Batteries—Captain Williams' Battery E of B Brigade, RHA; Captain Ruck Keene's Battery H of 11th Brigade, RA; Captain Bryne's Battery A of 14th Brigade, RA.

Reserve—In command, Colonel J W Domville, R A (available to command Artillery of opposing force); Brigade Major, Brevet Lieutenant-Colonel R Biddulph; Aide-de-Camp, Brevet-Major Geary; second in command, Lieutenant-Colonel and Brevet-Colonel H P Yates, C B; Adjutant, Lieutenant J Day; Batteries—Captain Strangway's Battery D of B Brigade, R H A; Captain Shakerley's Battery B of 11th Brigade, R A; Captain O'Hara's Battery D of 11th Brigade, R A; Lieutenant-Colonel Curtis's Battery F of 11th Brigade, R A; Captain Smith's Battery G of 11th Brigade, R A.

The inspection was arranged to be made at 11 o'clock, but the Long Valley is some distance from the camp, and the batteries paraded, as all English troops do, so long before the inspection that they had time to undergo a severe examination on private parade, march to the review ground, and form up, having a considerable amount of time to spare. At last the inspecting officers arrived, and, after the general salute, rode through the line, winding in and out of the guns, waggons, and carts which go to make up the total of an artillery force. The 15 batteries were drawn up in two lines, arranged in such fashion that the guns and waggons of half each battery were in the front line, the other half battery, with store cart, forge, and two general service waggons, was in the second line. The Royal Horse Artillery being on the right came first under inspection. No one who saw them could say anything but "Splendid!" for the first moment. Splendid they were with their grand men and horses, splendid in their bearing and in the perfect cleanliness and glitter of harness and accoutrements. All who have seen them manœuvre know how dashing and workmanlike they are. But there were critical eyes there, and tongues were found to say,—"Can it be necessary that they should carry such a complication of instruments? The guns have been simplified. Cannot some other parts of the equipment be simplified also?" Almost perfect as the Horse Artillery are, far beyond anything that foreign nations can show, it certainly appears to us, and we believe it is also the opinion of the officers who inspected it yesterday, that considerable clearances may yet be made of odds and ends that encumber both horses and gun carriages. The tendency during peace is always to alter this and add that until every possible contingency which can occur to the most fertile imagination is provided for. Let war come. It is marvellous how quickly men find out for themselves what is absolutely necessary, and discreetly lose everything else. Next to war the best test is such manœuvres as are about to be performed. Let us hope that regimental officers will be asked for their opinion as to what *must* be retained and what *can* be dispensed with according to their experience after the campaign. Unluckily, it appears that a recent order has dispensed for the moment with the one article which men wish, above all, to retain—the sheepskin. Our sheepskins are rather heavy, and might well be lightened, but, like all things derived from half barbarous nations, they were originally used not for show but for use. Then men look bank at the idea of wear and tear to cloaks and valises, usually protected by the sheepskin. For such damage they will have to pay, and the question naturally occurs, "Are these things useful or not? If they are, they must be useful in the campaign. If not, let them be abolished altogether." The same remark applies to the curious wooden affair painted blue gray, and hanging on the flank of each horse ridden by a man. Are they right or not? If right, they are useful on all marches and field-days when men may be thirsty. If wrong, then they are doubly wrong for war. Our own opinion is that they are wrong altogether. They soon warp and split when a hot sun shines on them, either empty or half full, and it is hard to drink from them without spilling the water over the uniform. Another point may well engage the attention of the lovers of simplicity and reality. Mounted men in the Artillery carry "breast harness," an arrangement made to enable them to assist the draught horses at a pinch. The traces are separate from the breast straps, against which the horses lean when placed temporarily in draught. But, as one carriage may get into trouble and require much assistance to pull it out, while the rest are in action it would seem wise that the horses should carry the whole of the breast harness, traces and all. On the other hand, the heel ropes with their pegs can never be wanted except when the carriages are at rest, and can be got at easily. Would it not seem right to carry the traces on the horses and the heel ropes on the carriages? The practice is to do the reverse. We are well aware that the arrangement of the rope traces on the horses is difficult from the "appearance" point of view. Equally do we know that the difficulty can be overcome.

These remarks have been made on the equipment of the Horse Artillery because this branch of the service is so universally admired that it can best bear such trifling criticism as is alone possible considering its wonderful efficiency. But what we have here said applies equally to the Field Batteries, which have another great want, often pointed out in our columns. The Horse Artillery carry all their gunners with the gun, two mounted on the limber, the rest upon horses. The Field Batteries have two men on the gun limber and a sergeant mounted for each gun. The rest of the men, who have to work the piece in action, are either on foot or carried on the waggon, which never ought to be risked under fire when it can be kept out of it. Order a Field Battery to change its position and move a mile at a trot in real war, you will see the gunners toiling along exhausted and out of breath, striving to keep up with their beloved piece, and arriving at last unfit to work it. Happily, the new iron carriages are all to be furnished with seats for two men on the gun axletree. When these carriages are general throughout the service we shall have five men always present with the gun, and the long-debated problem will have been solved at last. The recent trials of the Prussian field gun have shown that the superior accuracy of breechloaders is, as we have always said, a theoretical delusion, and it cannot but be satisfactory to see all the Horse Artillery armed with the new muzzle-loaders, beautiful in their simplicity, accurate in their fire, quicker than the breech-loaders, and more certain in the explosion of their shells. We believe that half the Field Batteries are to have the 9-pounder, the other half the new 16-pounder. The Horse Artillery will, of course, be entirely armed with the lighter piece.

Though less brilliant in appearance, the Field Batteries seemed thoroughly efficient, and though the present polish of their harness and accoutrements could not be kept up in war without sacrifice of more important matters, there is no doubt that, when not overdone, it tends, like handsome uniforms, to give the men a feeling of pride in their weapons and self-respect. The difficulty is to keep such polish in proper subordination to more solid excellences.

The review yesterday was a simple inspection. When the Staff (including among its members the young Prince Arthur, whose thorough kindness of heart and submission to duty has bound him fast in the affections of soldiers, and the indefatigable Prussian Military Attaché Major Roerdanz) had seen all that was to be seen so long as the batteries were halted, there was a march past at a walk, a new formation in line, an advance in line, and one round fired from every gun to show the steadiness of the horses under the sharp sound of the discharges.

The march past is always useful, when considered as a mere means of observing steadiness and appearance. It is a parade in motion, and yesterday the steadiness of the mass was declared by the certain detection of the slightest error in the lines of horses' heads or the least want of harmony in the rhythm of a salute, and there were but few such inaccuracies. A little later another kind of efficiency will be proved, the knowledge of ground and capacity of choosing suddenly the best positions—that is, it will be proved, if the artillery officers are allowed to act for themselves, as they should be, and not bound fast to lines of infantry, whose fire cannot possibly be effective at the same time and at the same distance as that of the guns.

After the march past, one Battery, which had been present at the inspection, but is not included in the list of divisional and reserve Artillery given above, was seen making its way home without firing at all. Why? Because it has only been formed lately, and though it had marched past steadily and creditably, it is evidently not the opinion of Royal Artillerymen that Field Artillery can be made efficient in the course of a few days' drill, even when officers are instructed and the gunners are well trained. Drivers and horses require training also; and this one practical confession of faith may well be a lesson to Volunteers, who make perfect garrison gunners, but never good Field Artillery. Yet not only in this branch do the artillerymen of England excel; and this seems a favourable opportunity for drawing attention to certain facts well worthy of notice.

Every organized body of men adopts, sometimes insensibly, certain ideas of right and wrong, good and bad "form," as we say in England, and the steady pursuit of these ideas for a long time brings the individuals composing the society into such firm agreement in many opinions as almost to constitute a religion, or, at least, a special code of morals. We know that there have been conditions of society where anything of the nature of toil was considered derogatory to the dignity of the members. The exact opposite to this is the ruling principle which has created the "tone" or "form" of the Royal Artillery. Who can forget the endurance of the gunners, officers and men, in the batteries before Sebastopol, when shorthanded and overworked, they toiled, sometimes 24 hours at a stretch, giving back shot for shot in the "*feu d'enfer?*" Not less noble, though less observed, was the toiling of those who spent long bitter winter days in dragging ammunition, stores, and even provisions from Balaklava, through the sea of mud to the front. There was no want of acknowledgment at the time of services out of their ordinary line of duty done most cheerfully for the whole army. It was duty and work, and therefore not thought beneath the dignity of Field Artillerymen, though they sighed sometimes at having to leave well bred horses to die in the slough. There was no one else to do the work, so it became theirs quite naturally. Just as naturally it has fallen now to the lot of the Royal Artillery to do work that hardly belongs to them; yet there is no doubt that all will do their best, and it is not to detract from the credit due to the whole army that we mention how large a share of work and responsibility falls to the artillery.

In the first place they have taken up the whole of the transport service for Ireland, and, though the field days in Dublin may suffer for it, the officers and men will be doing new duties, performing a new service, and gaining knowledge of new work—a great help to intelligence. The transport service at Devonport, Portsmouth, Woolwich, and Shorncliffe, has also been taken up by the Royal Artillery. Next, they have furnished for the assistance of the Control Department in the Royal Arsenal at Woolwich 100 gunners and as issuers of stores at Aldershott six sergeants. Forty chargers for foreign officers and staff have come from the stables of the Royal Artillery. But the greatest work of all—and one reflecting the highest credit on all concerned in it is this,—

Three auxiliary "Transport Troops" were formed at Woolwich. The horses were newly purchased by Colonel Price, Royal Horse Artillery, and Colonel Shervinton. They had to be tested, shod, fitted piece by piece with new harness from the stores in the Arsenal—every saddle, strap, or buckle had to be made to take its proper place in order that the animals should not be galled in their work. Some of the drivers were drawn from those assembled for the next draught for India, others from existing batteries in the depôt. The work was new to them, and they were necessarily put through a new drill. But the great art of "taking trouble" was not unknown to any of those concerned, and the habit of work showed its power. In three weeks from the day when the first horses were delivered by the dealers the last of the three troops marched from Woolwich to Aldershott with their carriages, horses, and men ready to take the field. Each troop consists of 160 officers and men, with 200 horses and 45 carriages, 40 of which are "general service waggons" almost exactly the well-known "Flanders waggons." As these troops are new things to the English service, we give their exact constitution for the benefit of the many who are anxiously picking up every scrap of information about the manœuvres.

The following is the detail of a troop for transport purposes temporarily organized from the Depôt Brigade for the proposed Autumn Manœuvres:—

No. of Carriages.	Men. Gunrs.	Drvs.	Total.	Horses. Ridg.	D.ght.	Total.
40 General service waggons	—	80	80	—	160	160
4 Store carts	—	4	4	—	8	8
1 Forge waggon	—	2	2	—	4	4
— Officers' horses	provided by the officers.					
— Non-Com. officers & trumpeters' horses	—	—	—	14	—	14
— Spare and servants	12	28	40	—	14	14
45	12	114	126	14	183	200

Captain, 1; Lieutenants, 3; Acting Sergeant-Major, 1; Acting Quartermaster-Sergeant, 1; Sergeants, 8; Corporals, 5; Bombardiers, 5; Gunners, 1; Drivers, 114; Trumpeters, 2; Farrier, 1; Shoeing Smiths, 3; Collar Makers, 2; Wheelers, 2—Total, 160.

The power of forming these troops shows that there is some elasticity in the organization of the Artillery. It must not, however, be forgotten that, in time of war, the men and horses would be required to work and to draw guns. The Royal Artillery depôt may be elastic, but its limit of stretching would then soon be reached, and the trained drivers and gunners would be expensive material from which to form transport corps.

Into the transport service have also been brought a number of waggons, with a pair of horses each and country drivers. About 160 of them arrived yesterday. We believe that 50s a day is to be paid for each waggon, with horses and man, and that they are to be supplied with forage at a very high rate of estimated consumption—no less than 20 lb. of corn and a like weight of hay per diem. If these manœuvres are continued year by year, some plan will be found of obtaining transport with greater certainty and at less cost.

The review yesterday has led us to speak more especially of the Royal Artillery. The gunners are made of the same stuff as the rest of the army, and, though the constancy and interest of their work, together with the education of their officers, make them look on soldiering more as a profession than is generally done, the same stuff is in the rest of the army and in the whole country. Let no nation fancy that because some of our cavalry horses have broken loose therefore our cavalry are inefficient. If a method of picketing is wrong, these manœuvres will find it out and it will be altered. All that was needed was just to turn the English army out of its barracks for a while to rough it in the open and practise war a little. It is easier and far better to have to tame spirit than to rouse it. If the Life Guards lost their horses, they followed them all night with hearts raging at the mishap. Mistakes will be made without doubt. Better that they should occur now than, as formerly, at the beginning of a war. The nation seems to be in earnest at last about its army—none too soon, perhaps. But that earnestness will bear fruit in constantly increasing efficiency, and the day is at an end when England might be ignored as a military Power by the nations of the continent. Only let this new practice be adhered to and developed, it will not be long before foreign officers will come to England to learn soldiering as they do now for the results of our scientific experiments on military productions.

Successful Treatment of General Debility with Dr. De Jongh's Light Brown Cod Liver Oil.—One of the greatest difficulties often experienced is to restore the prostrate strength and reanimate the wasted physical energies of patients who have become enfeebled and attenuated by the long sickness or the debilitating influence of tropical and unhealthy climates. In such cases of debility, Dr. de Jongh's Oil, possessing peculiar and powerful nutrient and restorative properties which do not exist in other varieties of Cod Liver Oil, has been administered with the most remarkably beneficial results. Its operation is best described in the language of the celebrated Physician, Dr. Tauffiub: "The most constant and perceptible result produced by this precious agent is to re-establish nutrition where it is languid or vitiated; and under its salutary influence, the natural appetite is revived, digestion facilitated, and the sickly complexion of the skin and the marked emaciation of the body are removed, and replaced by a freshness of colour and plumpness of appearance that announce the return to a normal state of health."

Dr. de Jongh's Light-Brown Cod Liver Oil is supplied only in imperial half-pints, pints, and quarts, sealed with a capsule impressed with Dr. de Jongh's trade-mark stamp, a cod-fish on a shield encircled by the words "Dr. de Jongh's Cod Liver Oil." Without this capsule none is genuine. Sole consignees, Ansar, Harford, and Co., 77, Strand, London and sold by all Chemists, Druggists, and Storekeepers.

THE NEW CHANNEL FROM LAKE MICHIGAN.

(*Pall Mall Gazette*, Sept. 8.)

A Singular piece of engineering intelligence reaches us from America, reporting the completion of an undertaking which may by possibility lead to extensive consequences, and, at all events, arouses much speculative interest. The great brand-new city of Chicago, with a quarter of a million inhabitants, stands, as all the world knows, at the south-western extremity of Lake Michigan. It is intersected by a sluggish stream, rising close by, on the neighbouring plateau, and emptying itself—scarcely flowing—into the lake, which, when swollen, dams the waters of this "creek" back. The southern bay of the vast lake is girt by a belt of limestone, forming what geologists term a "flat anticlinal arch," which separates the waters flowing north into the lake and so to the Gulf of St. Lawrence, from those flowing south into the Mississippi, and so to the Gulf of Mexico. The watershed is so near that streams rising within half a dozen miles of the lake belong to the latter class, and the ridge between is scarcely perceptible except to engineering eyes. Now under these circumstances it occurred to the men of Chicago that they could secure an inexhaustible supply of first rate water by merely turning the lake into the Chicago stream, and compelling the latter to flow the other way. This was to be done simply by cutting through the limestone plateau to such a depth that the lake water would flow naturally through the trench into the southward inclining valley of the Illinois river beyond. This has been done, at a cost, we are told, not exceeding three millions of dollars; and the result is that Chicago enjoys its supply of water, and that an artificial "bifurcation" has been created, whereby a small portion of the contents of Michigan is diverted to the Gulf of Mexico and away from the Gulf of St. Lawrence.

Such "bifurcations" are rare in natural geography; but they exist. The most remarkable known is that of the "Cassiquiare," described by Humboldt, who navigated it, many years ago; part of the waters of the Upper Orinoco diverges from the remainder, forms a separate river, and discharges itself ultimately into the Amazon. There are points in mountain troughs in the Alps, and on the moorland formations of our own country, where in time of flood the overflow of water is carried off in two different directions. But this diversion of Michigan is (in the eyes at least of members of the Geographical Society) an affair on a much larger scale. It must be remembered that of the five great inland seas of North America, Superior (the highest) discharges into Huron; that Huron and Michigan are on the same level—divisions, in fact, of the same lake; that these three discharge their united flood into Lake Erie by a river having a fall of only thirteen feet, the St. Clair; Erie into Ontario by the falls of Niagara. The annexed table shows the magnitude of superficial extent, the trifling differences of levels, down to the last step (Niagara):—

	Height.	Area.
Lake Superior	600 feet	31,420 square miles
Michigan	578 "	25,590 "
Huron	578 "	23,780 "
Erie	555 "	10,000 "
Ontario	232 "	7,330 "

It follows that if the Chicago people were to deepen the drain they have now made by something over thirteen feet—the difference between Michigan and Erie—and widen it sufficiently to carry off a stream as large as the St. Clair, which empties those two lakes together with Huron, they would divert the whole outflow of Superior, Michigan, and Huron, and carry it bodily to New Orleans, an operation which would seem, at first sight, very far within the limit of modern engineering capabilities, and in fact requiring nothing beyond mere command of labour. And nature would probably take its own share in the work, the released waters finding their own way through the gap and widening it, at the expense of the loose limestone formation around.

The effect of the achievement would be this: to deprive the basin of the St Lawrence of as much water as now flows down the river, or strait, of St. Clair, from Huron to Erie. What proportion this deduction would bear to the whole we are not aware, but it would need be very considerable. The surface of Erie would sink, Niagara would shrink to a comparatively insignificant "water privilege." Below Ontario, the St. Lawrence, being still fed by the majestic Ottawa and by many another copious forest river, would retain its dignity, though declined, like that of a monarch who has been robbed of a large slice of his kingdom On the other hand, the Mississippi, more than powerful enough already, would receive a huge accession to its power, and the levees of New Orleans must be raised and strengthened to resist a still mightier enemy than they have now to contend with. But the commerce of the world would be the gainer by the establishment of an ample, abounding, easily navigable channel, extending for twenty degrees of latitude from Superior to the Gulf of Mexico. The harvests of the North Western States, already so copious, and destined in future times to supply the necessities of mankind to a far greater extent than now, would find their way direct to the South, which stands in need of them, instead of making their way round by the circuitous and ice-molested channel which now conducts them into the North Atlantic We are far from contemplating any such changes as immediate or probable. But they afford matter for that kind of dreams which are apt to turn, sooner or later, into realities. Since the early French explorers first carried their canoes across the slight portage which divided the heads of the waters flowing northward to the lakes from those flowing southward to the Ohio and the Mississippi, and set their faces towards the sun and the land of palms and magnolias, much greater revolutions have been effected by human industry than is implied even in the great "diversion of waters" on which we have allowed our imagination thus to dwell.

THE CUTLERS' FEAST AT SHEFFIELD.

Speech by Mr. Goschen.

Sheffield, Thursday, Sept. 7.

This evening the Cutlers' Feast was held in the Cutlers'-hall, Sheffield. The company was a very numerous and distinguished one, including Lord George Cavendish, the Earl Manvers, the Right Hon. G. J. Goschen, M.P., Sir John Brown, the Master Cutler of London, the Hon. F. Egerton, M.P., Sir Edward Watkin, Mr. F. S. Foljambe, M.P., Colonel Jervois, Dr. Webster, American Consul, the Mayors of Halifax, Nottingham, Pontefract, Leeds, and Sheffield, the Master of the Skinners' Company, London, and Colonel Symthe, R.A.

After the loyal toasts, Sir John Brown proposed the "Army, Navy, and Reserve Forces of the country," which was acknowledged by Colonel Smythe, R.A., the Hon. Capt. Egerton, M.P., and Mr. F. Foljambe, M.P.

Captain Egerton apologised for the absence of his superior, Admiral Sir Robert Spencer, and took occasion to allude to the late naval disasters. He said that, although the stranding of the Agincourt was an untoward event, still it had served to vindicate the energy and discipline of the men, as well as the activity and seamanship of the officers. (Applause.)

In reply to "The House of Lords,"

The Earl Manvers condemned the recent exercise of the Royal prerogative as a certain hocus-pocus of Parliamentary usage. He referred to the several naval disasters which had recently occurred, and expressed the fear that the loss of the Captain, the Megæra, the Agincourt, the Repulse, and other ships was due to there being something wrong in high quarters. (Cheers, and "No, no.")

The toast of "Her Majesty's Ministers" met with a cordial reception.

Mr. Goschen, in responding, said he did not approach the task before him with any trepidation. He was not afraid to return thanks for Her Majesty's Ministers, because whatever might be the popular feeling at a given moment, a Government might be sure the public would judge them fairly in the end. Let any one picture to himself the tremendous responsibility that beset that Government day by day. He trusted that the Government of the present day did not think so much of their personal difficulties as to be blind to what they owed the country at large. (Applause.) He knew that in an assembly of that kind politics were supposed to be, though he feared they were not very rigidly, excluded, and therefore he trusted that he might be allowed to make a few observations, without laying himself open to a charge of wounding the susceptibilities of a political opponent. It was not a question whether a strong Government or a weak Government was likely to be the most popular at any time of its existence: and he would tell them why a weak Government, from the nature of its existence, must look from hour to hour to see how it should consult every class of interest on which it was dependent; otherwise its small majority might soon be lost. The popularity of the moment was not always a test of strength or the strong purpose of Government. Every one who took an interest in public affairs would know that the class of questions with which the Government had now to deal was changed from what they used to be. Old political questions were being dealt with one by one, and, consequently, their number was gradually declining, and a new class of questions was arising day by day upon which the country had not thought so thoroughly as they had done upon those other questions. Consequently, the difficulty they had in dealing with the new questions had immensely increased, and they went through many phases in the House of Commons before arriving at the state when they became Government questions. The mind of every member of Parliament had to be prepared with regard to them before they came to the front to be disposed of rapidly. We were now approaching a class of questions the novelty and perplexity of which must necessarily attach to the Government and Parliament which had to solve them; hence the difficulty of dealing with them with the same rapidity as the older class of questions was dealt with. This new class of questions was, in contradistinction to the older ones, of a more social nature, and upon them the heart of the country was set. It would, therefore, be a bold and hearty Government, whether Conservative or Liberal, that should say with regard to them, "We will rest and be thankful, and abstain from going forward in the path of social and economical reform." (Cheers.) The number of these questions was increasing; he knew not whether it was because the Government were more in harmony with the people than it used to be, but the people seemed to expect more work and more interference on the part of Government than it did six or eight years ago; the country was now alive to the necessity of many social reforms to which it was formerly blind and deaf. They had dealt with one of the most difficult of these questions—that of education—and with regard to others which had been before the public for years, it was now expected that they should be able to carry them at once, notwithstanding the difficulties that beset them from class interests, and upon which they might be prepared, from their very nature, to expect, protracted opposition, an opposition much more protracted than upon any political question of the day. He thought he might say, without offence to the Conservatives, that they had been taxed with an attempt to do too much. (Laughter.) Well, he would rather be charged with that than attempting to do too little, and pleaded guilty to the charge of having under-estimated the time which some of the proposed measures would take to carry them through. (Hear, hear.) Take, for instance, the Army Bill; he would not speak of its merits, or allude to any hocus-pocus of any kind. (Laughter.) (The allusion having reference to the words hocus-pocus used by Lord Manvers.) He spoke simply of the difficulties which the Government had to contend with. They proposed an Army Bill, in which many private interests were concerned, and if they looked over their parliamentary life it would be found that at their head was a right hon. gentleman who for forty years had been gathering the experience of the House of Commons in the service of his country—he thought the experience was almost the maximum of parliamentary life—and it was under the auspices of this man that the Army Bill was introduced. Every sentence in that bill, and almost every word in every clause were discussed; amendments were moved upon every amendment. And often the same amendments were moved by the same man—(laughter and cheers)—consequently the discussion of the bill took up a longer time than was expected, and other measures upon which the Government had set their hearts were, to their great regret and mortification, withdrawn. They had the additional mortification of hearing it said that they had to withdraw because they could not carry them. He admitted that he was an offender in one way, because he introduced one bill, and his friend Mr. Bruce another, and now they were told that they had wasted the session. Well, it was on one of those bills they wasted precisely five hours, or about as much time as was occupied by one of the speakers on one single clause on one of those bills. (Hear, hear.) He reminded them that he had called their attention to the fact that they had to deal with more difficult questions, the nature and novelty of which raised considerable opposition. He did not wish to raise the plea that they had been unfortunate, though no doubt on some points they had been most unfortunate. Whilst they had retained on those very points the sympathy of the country, they had had the misfortune to lose the immense ability and power of Mr. Bright—(loud cheers)—a loss which had been appreciated by both sides of the House. For himself, he had been unfortunate with regard to some matters to which Earl Manvers had alluded. There had been disasters in the department over which he presided which not only he, but the Government of the country, had felt. No criticism was necessary to bring home the gravity of those disasters. The Government regarded them in a manner which no adverse criticism could excel, and he felt them the more acutely because of the effect which they might produce on the public mind. It was a terrible thing to think that the crew of the Megæra should be suffering on a distant island, and a terrible thing that another of our ships should have been lost. It was a distressing thing that the reputation of gallant officers should have been hurt by the grounding of the Agincourt, but still more terrible would it be if, because of these accidents, a spirit of faintheartedness were generated either in the public mind or in the navy. (Cheers.) It would be a pitiable thing if, on that account, either the Admiralty or our admirals or captains should, because of those disasters be less bold, and become fainthearted, or if we should adopt the policy of keeping our ships at home lest we should expose them to further disasters. (Cheers.) The fleet of England was made to be used, and not to be kept at home idle—(cheers)—and if he, as the First Lord of the Admiralty, were to propose such a fainthearted policy, he would not find admirals to support him, and the country generally would repudiate such a course. He believed that these disasters would not diminish the courage and energy of the navy, but that, on the contrary, they would act as a spur upon their vigilance, and prevent them shrinking from that responsibility which must always attach to the executive of so great a department. (Applause.) The Government had also been unfortunate, inasmuch as they were pledged to economy, but had felt it to be an imperative duty to propose increased taxation. At the same time it would have been pusillanimous if they had shrunk from their duty lest they should give offence in this respect. He would not admit that they had been generally unfortunate, and for this reason. A year or two ago it was generally stated that the country was going from bad to worse, and every remedy short of self-reliance and the industry of the people was lost sight of. (Cheers.) The Government of the day had the happiness of dealing with this increasing prosperity, and the privilege of resisting tendencies which would have sapped that self-reliance. They had had to administer the affairs of the country in a time of great and increasing prosperity. Trade had been recovering, the revenue had been increasing, and pauperism diminishing, and the resources of the country were being rapidly developed. (Cheers.) Well, looking at the difficulties which a Government would have to contend with under an entirely adverse state of things, he said they had fallen on days in which they had reason to rejoice. Neither the Government nor the great mass of Englishmen thought that the Government interference in every possible direction would conduce to our national welfare. Government believed it better to trust to old doctrines, and not to depart from those sound economical principles which had made the country so great as it was. He trusted he should not give offence in saying that they had been able to maintain the principle that being in prosperity they acted like prosperous people, and had not remitted any of the burdens legitimately belonging to us, to our posterity. Government believed that the country would endorse this policy, that it was better when we are prosperous not to borrow money which would entail burdens on our successors, but that each person should discharge the duties which fall on him as a citizen of a great country. He wished to protest against the prevalent idea of self-depreciation on the part of Englishmen, which was so common in the present day. He had no feeling in common with those who took the pleasure of bearing false witness against their own country. We were actually stronger, and had still a brilliant future before us. Our foreign relations were as good as ever they had been, and the treaty recently entered into with America would strengthen our position among the great nations of the earth. (Cheers.) It was not an easy matter to address such a mixed assembly, but he had endeavoured to point out to them that the Government was anxious to maintain the prosperity of the country without resorting to those nostrums which were generally contrary to the spirit of Englishmen. They were prepared to learn from the criticisms which had been freely bestowed upon them, and were thankful that it was more their procedure than their principles which had been condemned. If they failed to secure the confidence of the country at large, they would cheerfully resign their position, and feel happy if in their fall they promoted some of those great questions upon which they had set their hearts, for they knew that many questions must wreck the fortune of Government before they could be registered on the statute book of the realm. (Hear, hear.) But one thing they were not prepared to do—they were not prepared to recede from those principles which had characterised the party to which they belonged. Neither Liberals nor Conservatives would approve of such a course, and he believed that it was for this reason that the toast of her Majesty's Ministers was generally so cordially received. The country was always interested in the Government abiding by its principles and maintaining its high honour and integrity, whilst it endeavoured to the best of its ability to do its duty to the country. (Applause.) The right hon. gentleman concluded by proposing the health of the Master Cutler, which was succeeded by several other complimentary toasts.

THE STOWMARKET EXPLOSION.

(*Times*, Sept. 7.)

The startling verdict returned by the Coroner's jury which for several days past has been investigating the causes of the disastrous explosion at Stowmarket will create little less sensation than that awakened by the original news of the catastrophe. A mass of scientific evidence, relevant and irrelevant, has been received during the past week, and we may presume that the jury, unaccustomed to chymical investigations, have been more or less bewildered by the conflicts of testimony presented to them. But in the end there appeared to be three important questions of fact remaining for decision, and, according to the judgment of the jurors, on these the verdict would be shaped. It had been proved that after the explosion impure gun-cotton had been discovered in the Stowmarket factory, and it was a reasonable presumption that this impure cotton was there before the explosion occurred. Scientific witnesses, moreover, had asserted that the presence of sulphuric acid in the gun-cotton, as discovered in a state of impurity, would necessarily lead to decomposition, that the decomposed cotton was likely to ignite, and the ignited cotton was likely to explode. It was established as strongly as anything could be established on merely theoretical grounds that the explosion was directly caused by the ignition of impure gun-cotton. Thus the jury were brought to the main question in the inquiry,—How did the gun-cotton become impure? To this question there could be only two answers. Either the manufacture had been conducted with gross and criminal negligence, or the gun-cotton after it had left the "poachers" had been deliberately and purposely rendered impure by the addition of sulphuric acid. If negligence in the manufacture had been proved, a grave responsibility would have rested upon the managers of the works at Stowmarket. But if the explosion arose out of a deliberate attempt to make the gun-cotton impure, a far graver responsibility would fall upon the persons who had engaged in so atrocious a conspiracy. The Coroner told the jury that if they found anybody had designedly tampered with the cotton, a charge of manslaughter at the least would lie against the persons inculpated. The verdict affirms that the cotton was so tampered with, "by some person or persons unknown, after it had passed the Government tests. If we agree with this decision as to the matter of fact, we must consider it established that a most horrible crime has been committed, and we ought not to rest satisfied until the criminals have been brought to justice.

The jury exculpate the managers of the Stowmarket works from the charge of negligence, and profess the opinion that the manufacture of gun-cotton in the wet process is not dangerous. They add, however, a warning, which we presume will be attended to for the future, against the drying and storing of the explosive material near any town, and a suggestion, which is equally deserving of consideration, that all gun-cotton works should be subject to constant Government inspection. The charge of negligence, which was freely insinuated against the Messrs. Prentice during the inquiry, but which was supported only by a single witness, who confessed himself to be a dismissed workman, formerly employed as a blacksmith in the factory, may be now set aside. The evidence of Mr. Eustace Prentice, of his foreman, Mr. Trotman, and of Professor Able, appears to show conclusively that in the ordinary course of the manufacture the impure cotton could not have escaped the tests applied to it at Stowmarket. We thus reach the point at which the jury felt compelled to adopt the alternative theory of the explosion. If the cotton left the "poachers" in a pure state, and pure gun-cotton, according to Professor Able, is a perfectly "stable" explosive, the acid which made it impure and dangerous must have been added either by some reckless blundering or by the deliberate act of some person unknown. Mr. Prentice's evidence almost excludes the possibility of any acid finding its way to the cotton after the tests, and that gentleman's opinion, which has been adopted by the jury, is, that the impurity was maliciously added. It is not, indeed, probable that the conspirator, if there was one, contemplated the awful consequences of his recklessness. Mr. Prentice himself believes that the motive of the crime was to shake the commercial credit of the Company, to break down its connexion with Government, and to open up a free field for rival enterprise. It was thought that by tampering with some of the Government gun-cotton, by making it impure and unsafe, the reputation of the "Patent Safety" Company would be destroyed. This is Mr. Prentice's theory, which the jury, viewing all the circumstances and weighing all the evidence, have adopted.

The verdict, we need scarcely say, prefers a most serious change against some persons whom the law may or may not be able to identify. Doubtless the criminals, if such there really were, felt not less astonished, and far more appalled, than any one else at the disaster their unscrupulous and reckless plot had occasioned. It is not likely that it entered into the head of any human being to inflict a terrible death on a crowd of innocent, unsuspicious boys and girls in order to gratify a private animosity or to subserve a personal interest. There does not appear, indeed, a trace of private rancour either against the Messrs. Prentice or their foreman, but the police may be able to throw more light on this part of the subject hereafter. In the meantime, there is a certain ground for the theory which the jury has adopted, and there is a motive suggested which may give a clue to justice. If the case can be proved and the criminal detected, public opinion will demand the severest punishment. The law holds that it is murder to kill a man even by accident if the homicide occurs in the act of committing a minor felony, and, certainly, if any man tampered with the gun-cotton at Stowmarket he deserves to be made criminally responsible for the remote consequences of his wickedness. Unfortunately, the ruin caused by the explosion was so complete as to destroy almost all the direct evidence which might clear up this mystery; so that the very fact of the crime may be doubted, and the criminal may be shrouded from detection and punishment by the very magnitude of his crime.

FRANCE.

(*Times*, Sept. 2.)

Twelve months have passed since the terrible day of Sedan, and where is France? Where, rather, are the French people? Have they learnt wisdom from the history of the last year? Have they put away their old weakness, their old dependence, their old craving for some strong arm on which they could rely, their old restlessness until they found some one to deliver them from the responsibilities of self-command? Napoleon fell a year ago, and his name was execrated throughout the length and breadth of the land; but Napoleon was the creature of the people he ruled; he held power because he satisfied their wants. He may be repudiated, but after a season the same spirit, if not the same person, will return to fill the place which is kept prepared for its occupant. Napoleon in 1849 found the French people a mob, and he was accepted because his name was a promise that he would make them an army. For two-and-twenty years he did in some sort fulfil the expectations he had excited, and it was then discovered by bitter experience that he had not accomplished the promise he had made. The French people have once more become a mob, and we now ask ourselves whether they will rise from a mob into a nation, or are doomed to pass again under military servitude. In a word, is the armed force of the majority the only power which can keep these men together, which can prevent fratricidal conflicts among themselves? No mass of men can become a nation, except by acknowledging daily, in deeds more than in words, that there is a bond of union between them of greater authority than their individual opinions. No nationality can exist, except upon condition of a unity of will among its elements; though no nationality can be living and progressive, except upon condition that the freedom of its members is limited only by the obedience that must be paid to the bond of union between them. Are the French prepared to observe these essential conditions of national life? Is France one nation or an aggregate of atoms in fortuitous juxta-position? Are its elements bent on working together for good, or on maintaining internal discords until some leader comes to cover their mutual animosities with the factitious unity which springs from a common servile obedience?

The craving of the French people for personal authority arising from the feeling that, unless they have some one man to whom they may bow down and so escape the disquietude and effort of self-command, they are doomed to aimless wanderings and mere bewilderment is a portentous and disheartening fact, and the analogy it recalls to mind is not reassuring. The most gifted race the world has ever seen, the writings of whose inspired seers have been and remain the comfort and the strength of men from generation to generation, turned from idolatry to idolatry as a relief from the difficulties of impersonal ties of union. Down to the last moment of their separate history they sought for a manifestation of force to give them a strength they found not in themselves. It was in vain that liberation came time after time. They repudiated Baal, but only to worship some other idol. Modern France in like manner runs from one shrine to another. For twenty years the people could not exist without the Emperor. He was the saviour of society. What is the case at this moment? The name is changed, but the phrase remains. "Without M. Thiers," so runs the confession, "our situation would be hopeless; we should fall at once into anarchy." Nothing could be more painful were it true, but we are slow to believe that the saying is true in the sense in which it is uttered. No man can be indispensable, except through the incredible weakness of those among whom he lives; and we cannot bring ourselves to believe that the unity of France at this moment depends upon an accident. M. Thiers is an old man; his strength may be great, but it has been sorely tried; and if it be true that he alone keeps France together, the friends of France must be filled with gloomy forebodings of the future. Suppose the hardships of his hurried journeys ten months since to our own shores, to St. Petersburg, to Austria, to Italy, had overcome his physical energies; are we to be told that France would, under such an hypothesis, have been incapable of regeneration after peace was restored? The painful truth is that, when the politicians at Versailles say that M. Thiers is indispensable, they avow their secret fear lest were he removed they should at once betake themselves to the pursuit of their individual aims, careless of the public good. The Commonwealth would be nothing; the predominance of a petty clique would be the supreme object of pursuit. They do themselves wrong by this fear. The emergency we have imagined would compel moderation, if moderation be not impossible. It is, perhaps, because M. Thiers is not dethroned that the Chamber gives itself up to elaborate trivialities which are at once unnecessary and irritating. As it is, it is impossible to turn back from the Assembly of to-day to the Constituent Assembly of 1848 without feeling that we there experienced higher political capacity. The discussion on the "*Amendement Grévy*," introduced by the present President of the Chamber, was statesmanlike, and, though it was unhappily rejected in the end, it was still supported by a large minority. At the present time there does not appear to be sufficient courage and independence in any quarter of the Chamber to suggest that a nation may be at once strong and stable if governed under no other Constitution than that of a Representative Assembly and a President of Ministers holding office on condition of possessing the confidence of the Assembly.

It is sad to have to write harshly of a nation we would fain see rise out of the depths of her misfortunes stronger through her fall. We know how much may be urged in palliation of her weakness. The French people have passed through great tribulation; they have suffered from enemies abroad and enemies at home. Even now the Prussian is at the gates of their capital, and keeps guard over a chain of fortresses stretching over the frontier provinces, so that at any moment his hosts could return. Paris itself is in a state of siege, and it is maintained lest the insurrection should be renewed. All this is true, and we do not ask, amid such circumstances, for the strength and self-reliance of a giant; but we do search, and search almost, if not absolutely, in vain, for the germs of strength which should grow and strengthen with the revival of peace. What is it we find? To all appearance the exhaustion due to past efforts is the single security for present rest. This period of exhaustion might, indeed, be used if there were men to use it. It is the seed-time of the future. Half-a-dozen independent men in the Assembly, supported by as many working through a free press in city and country, might so educate the mind of a people which has been opened to new impressions by the great trials it has suffered as to secure, not, indeed, the immediate triumph of the principles of self-government, but the prevention of any system incompatible with them. What France wants is a prolonged provisional *regime*, that its people may be taught how much more important are the principles of self-government than any written Constitution, and may learn by experience that liberty and order are as possible under Parliamentary authority as under any system of personal rule. Instead of this we see a series of efforts to reduce the freedom and elasticity of the Provisional Government to the rigidity of a fixed Constitution, and to set up some immovable centre of authority in the midst of the country, as if its turbulence could be calmed by a power whose unalterable character continually affronts it; and while all this is being done at Versailles the work is watched by angry masses without, whose attitude too painly threatens that yet more seals of wrath must be broken before the final establishment of peace.

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Interest at three per cent. allowed on money placed in Deposit at seven days' notice.
Interest at four per cent., subject to six months' notice of withdrawal.
All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."
E. J. HARDCASTLE, Manager.
14, Rampart Row, Bombay, 15th September 1871.

FOR SALE.

ON COMMISSION SALE.—HORSES and CARRIAGES.—Terms per day: Charge, Horse Rs. 1. Commission charged on Carriages 5 per cent. No rent charged for standing. Job Horses and Carriages TO LET for any period.
BIERS & Co., Girgaum.

FOR SALE, INDIAN CONDIMENTS, &c., at FRAMJEE NOWROJEE'S DEPOT, Bombay, No. 9, Forbes Street, INDIAN CONDIMENTS and PRESERVES, in great varieties, consisting as follows:—
Mango Chutney, in Bottles
Mild ditto ditto
Cashmere ditto ditto
Bengal ditto ditto
Madras ditto ditto
Lucknow ditto ditto
Curry Powder ditto
Ditto Paste ditto
Mullagatawny ditto ditto
Mango Fruit ditto
Ripe Mango ditto
Pineapple ditto
Mango Pickle ditto
Lime Pickle, in Bottles
Nepaul Chilly ditto
Nepaul Pepper, in 2 oz. bottles.
Tapp Sauce, in pints
Mango Pickle, in jar
Ditto ditto keg
Mango Preserves, in jars
Gowaver Jelly, in pots
Mango ditto ditto
Roselle ditto ditto
Mango Jam ditto
China Preserves of all sorts, &c. &c.
Orders for India, England, and the Continent will be duly executed. The Trade will be supplied on the most liberal Terms.

FOR SALE,
AT THE "BOMBAY GAZETTE" OFFICE.
LITHOGRAPHIC STONES.
RED PRINTING INK
AND
PRINTERS' VARNISH.
ALSO,
SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.
Apply to the Manager, *Bombay Gazette* Office, Fort, Bombay.

INSURANCES.

GUARDIAN, FIRE, and LIFE ASSURANCE COMPANY.
Established 1821.—Capital £2,000,000.
POLICIES of INSURANCE against FIRE granted on all approved Buildings and contents thereof in Bombay and the Mofussil at moderate terms by
SIR CHARLES FORBES & Co., Agents.
Bombay, 1st September 1870.

ROYAL INSURANCE COMPANY.
CAPITAL, £2,000,000 STERLING.
FUNDS IN HAND EXCEED £1,800,000 STERLING.
The "Royal" has never amalgamated with any other Company, and the liability of its Shareholders is unlimited.
FIRE BRANCH.
Fire Premiums for 1859 ....£228,314 7s. 3d.
Do. 1869 ....£485,180 5s. 8d.
POLICIES covering risks on Merchandise and Buildings in Bombay continue to be granted by the above Company through their Agents. Detached Bungalows and Household Furniture, both in Bombay and in the Mofussil, insured on very favourable terms, coals on the bunders also covered.
LIFE BRANCH.
Life Premiums for 1859 ....£ 62,919 7s. 11d.
Do. 1869 ....£213,420 14s. 8d.
The undersigned, under instructions from the Head Office, are prepared to receive Proposals for Life Assurance with the above Company from Residents in India, and will be happy to afford every information regarding Rates of Premium, Participation in Profits, &c., to intending applicants for Insurance.

ANNUAL PREMIUM FOR CIVILIANS TO ASSURE Rs. 1,000.

Age next Birthday.	For the whole term of Life.		For a limited number of Years.	
	With Profits.	Without Profits.	One year.	Seven years.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
20	38 7	30 0	21 1	22 0
25	41 6	32 13	23 2	24 10
30	44 10	35 15	26 1	27 5
35	48 6	39 8	28 10	29 10

CAMPBELL, MITCHELL & Co.,
Agents, Royal Insurance Company.
Bombay, 1st June 1871.

UNIVERSAL LIFE ASSURANCE SOCIETY.
Established in London and Calcutta 1834.
Confirmed by Special Act of Parliament, 6, William IV., Cap. 64
Subscribed Capital .... £ 500,000.
Paid-up Capital .... £ 50,000.
Invested Capital and accumulated assets...Rs. 84,37,750,
Of which Twenty-five Lakhs are invested in Indian Government Securities.
London Office—No. 1, King William Street.
BOMBAY BRANCH.
Directors.
E. Morriss, Esq.
E. Tyrrell Leith, Esq.
C. Pelle, Esq.
W. F. Hunter, Esq., and Frank G. Jefferson, Esq.
Agents.—Messrs. Forbes & Co.
Medical Referee.—Dr. J. H. Sylvester.
Solicitors—Messrs. Rimington, Hore, and Langley.
After the operation of upwards of 30 years, the Directors feel entitled, with great confidence, to invite the attention of the Public to the marked success which has attended this Society, and the strong claims it possesses to the confidence and support of all classes desirous of effecting Assurance on Lives.
Combining the advantages of a mutual and proprietary Company, and without attempting a rash competition with other offices, it has pursued a steady progressive course, affording all the benefits which, consistently with the Security to Assurers and Assured, can possibly be given.
The Tables of Rates for India have been accurately calculated from the Records of the late East India Company, and are as moderate as is consistent with perfect security.
The total number of Policies issued from the commencement of the Society to the end of the year 1868, was 9,542 assuring.... £8,650,615- 8-11
And the amount of claims paid during the same period was £1,693,344-18- 6
The Assets of the Society in England and India on the 1st December 1868 were.... Rs. 84,37,750-15- 4
of which Twenty-five lakhs are invested in Indian Government Securities.
A reduction of 50 per cent. on the Premia of Policies entitled to participate in the profits was declared on the 12th May 1868.
So that the Annual Premium of an Individual insuring on the Profit Scale at the age of 30, in the sum of Rs. 10,000 would be, at the Civil rate .... Rs. 480 0 0
And after 6 years he would be entitled to a reduction of 50 per cent. for Profit .... " 240 0 0
Net Annual Premium...Rs. 240 0 0
Or at the reduced English rate...Rs. 246 0 0
Less 50 per cent. as above... " 123 0 0
Net Annual Premium...Rs. 123 0 0
No Society, Mutual or Proprietary, with rates of premium so low as those of the Universal, and retaining so ample a Reserve for its Liabilities, has been able to afford larger advantages than these to its Assured.
The Rates for short terms are as low as those of any other Assurance Companies. Medical referees are remunerated by the Society by a honorarium of Rs. 16.
SPECIAL ADVANTAGES TO THE ASSURED AFFORDED BY THIS SOCIETY.
1st.—Perfect Security combined with the utmost Liberality and Economy in Rates of Premium.
2nd.—No Liability of Partnership.
3rd.—Lives below the Ordinary Standard of Health, or afflicted with Gout, Rupture, or other Ailment not immediately dangerous, may be assured at a moderate increase of the usual rate in proportion to the extra risk.
4th.—Assurances may be effected on Participating Scales, entitling to Profits; and on non-Participating Scales, viz., without Profits, at reduced Rates, for short periods or for the whole Term of Life.
5th.—Stamp Duty on all Policies paid by the Society, without charge to the Assured.
6th.—All Medical Fees, including those of the Medical Referee named by the Society, and of the Society's own Medical Examiner, are paid by the Society, except in cases of Assurances for a short term under Rs. 5,000 when the Medical Fees shall be paid by the Assured.
7th.—All claims paid within three months after satisfactory proof of Death, or earlier, under discount.
8th.—One Calendar Month, as days of Grace, allowed for payment of Premiums, and Claims Paid should Death occur within that period upon tender of the Premium within the days of Grace, or deduction of such Premium, with Interest, from the sum Assured, claimed upon Death.
9th.—Policies allowed to lapse, may be revived within three months of the Premium becoming due, on proof of good health, and payment of a small fine, and within six months, at the discretion of the Board.
10th.—Policies, upon which the Age has been admitted, indisputable, except on the ground of Fraud.
11th.—Policies on Lives in India for the whole Term of Life, which have been in force for the full period of three years, are purchased by the Society, or Loans granted thereon to the extent of two-thirds of their estimated value.
Written notices of Assignment of Policies received and registered by the Agents, such written notices to be served in Duplicate, so that one copy may be transmitted for registration at the Chief Office in London.
FORBES & Co., Agents, Bombay Branch.

INSURANCES.

MILITARY MEN AT CIVIL RATES.

COMMERCIAL UNION ASSURANCE COMPANY.
Head Office—19 & 20, CORNHILL, LONDON.
CAPITAL FULLY SUBSCRIBED £2,500,000
AMOUNT PAID UP £250,000
THE INVESTED FUNDS EXCEED £850,000
THE LIFE TRUST FUND EXCEEDS £426,000
INDIAN BRANCH—CALCUTTA.
Directors of the Indian Branch.
A. Thorndike, Esq., (Messrs. Atkinson, Tilton & Co.) Merchant.
T. A. Apcar, Esq., (Messrs. Apcar & Co.) Merchant.
G. M. Blacker, Esq., Merchant.
J. C. Murray, Esq., (Messrs. Kettlewell, Bullen & Co.) Merchant.
The Hon'ble G. C. Paul, Officiating Judge of the High Court.
C. Sanderson, Esq., (Messrs Berners, Sanderson and Upton) Solicitor and Registrar of the Diocese of Calcutta.
Manager in India.
C. H. OGBOURNE, Esq.
ADVANTAGES OFFERED TO THE PUBLIC.
1. The rates of premium are lower than those of other Offices.
2. Premia are received in Yearly, Half-yearly, Quarterly, or Monthly Instalments.
3. Claims are paid ONE MONTH after satisfactory proof of death.
4. Lives assured at Indian rates (not being seafaring persons are permitted to reside in any part of the world in time of peace.
5. The office is a comparatively young one (first Policy issued in 1862), and is therefore free from old Liabilities.
6. It possesses a very large Capital, the whole of which is fully subscribed.
7. Its investments are all of a first-class character, and in proportion to liabilities are estimated to exceed those of any other Assurance Company established in India.
8. Military men coing ordinary duty with their Regiments in time of peace as well as those in Civil employ, are accepted at Civil rates.
9. The expenses of management are guaranteed by the Deed of Settlement not to exceed 10 per cent. of the Premium Income.
10. The London Direction consists of first-class City Merchants, who look after the business themselves, who are all Shareholders in the Company, and nearly all of whom have been on the Board from the commencement.
11. The large Bonus declared to Policyholders at the declaration of Profits up to December 1867.
12. The first-class position which the office holds at home, as shown by the price of its Shares on the London Stock Exchange.
13. The Commercial Union Office is entirely free from amalgamations.
GENERAL REGULATIONS.
The English rate takes effect from the date of departure for Europe from Alexandria to Port Said, and the Indian rate from the date of arrival at either of those places outward bound.
Entrance Fee or other payment is required of the Assured beyond the Premium.
The following Agents have been appointed in connexion with the Life Department:—

Agra	Uncovenanted Service Bank.
Allahabad	C. J. Cooke, Esq., Bank of Bengal.
Akyab	Messrs. Bullock Brothers.
Bankipore	W. Fraser, Esq., Bank of Bengal.
Behar Districts	J. Almeida, Esq.
Benares	H. T. Balfour, Esq., Bank of Bengal.
Bangalore	N. R. Bain, Esq.
Bimlipatam	Messrs. Minchin & Co.
Bombay	Messrs. Geo. W. Wheatley & Co.
Cawnpore	W. Neill, Esq., Bank of Bengal.
Ditto	Bank of Upper India.
Ditto	T. Lucas and Co.
Chittagong	Messrs. Bullock Brothers.
Chumparun	James Begg, Esq.
Chumparun Districts	E. C. Lamb, Esq.
Cochin	Pearce, Leslie and Co.
Coconada	Abeil, Will & Co.
Colombo	Fowlie, Richmond & Co.
Dalhousie	Walter Adlard, Esq.
Delhi	Delhi and London Bank.
Ditto	H. B. Sterndale, Esq., Bank of Bengal.
Dinapore	Messrs. Kelly & Co.
Dacca	N. P. Pogose, Esq.
Darjeeling	C. Graham, Esq.
Dhurmsala	A. J. Wheatley, Esq.
Etawah	Messrs. Cohen, Feilman & Co.
Jhansie	Bazonjee Furdoonjee, Esq.
Jubbulpore	The Jubbulpore Trading Company.
Kandy	H. Thomson, Esq.
Kurseong	C. Graham, Esq.
Lahore	Hector Gunn, Esq., Agra Bank.
Ditto	J. D. Watters, Esq., Bank of Bengal
Lucknow	W. Dickson, Esq., Bank of Bengal
Ditto	Delhi and London Bank.
Madras	C. L. O'Brien, Esq., Secretary to Local Board.
Moulmein	Messrs. Bullock Brothers.
Mean Meer	W. Adlard, Esq.
Meerut	Greetham and White.
Mirzapore	T. Lucas and Co.
Monghyr	Thomas & Co.
Murree	W. Baker, Esq.
Mussoorie	Delhi and London Bank.
Nagpore	T. A. Clarke, Esq.
Ootacamund	L. F. Chapman, Esq.
Patna	Messrs. Kelly & Co.
Ditto	W. Fraser, Esq., Bank of Bengal.
Peshawur	W. Baker, Esq.
Purneah	P. H. D. de Dombal, Esq.
Rangoon	Messrs. Bullock Brothers.
Ranchi	C. W. Hawes, Esq.
Rawul Pindee	W. Baker, Esq.
Rohilkund Districts	H. Costley, Esq.
Sylhet	E. G. Foley, Esq.
Saugor	J. A. Withall, Esq.
Simla	Simla Bank Corporation.
Ditto	United Bank of India.
Tirhoot	E. Dalgleish, Esq.
Umballa	Simla Bank Corporation.
Ditto	United Bank of India.
Ditto	Greetham and White.

Copies of the last Report and Balance Sheet of the Company, together with Forms of Proposal and all further information, may be obtained on application to
GEO. W. WHEATLEY & Co.,
30th September 1871. Agents at Bombay.

SUN FIRE OFFICE.
Established 1710.
POLICIES opened on WAREHOUSES and SHOPS, MERCHANDISE, DWELLINGS, HOUSEHOLD FURNITURE, and other insurable property, in Bombay and the Mofussil, at current rates, by
PEEL, CASSELS, & Co., Agents.

THE QUEEN INSURANCE COMPANY.
FOR BOTH FIRE AND LIFE.
AUTHORISED CAPITAL—£2,000,000.
SUBSCRIBED CAPITAL—£1,798,000.
Trustees.
SIR THOMAS EDWARDS MOSS, Bart.
CHRISTOPHER BUSHELL, Esq.
EDWARD HEATH, Esq.
Chairman.
BERNARD HALL, Esq.
Deputy Chairman.
R. W. KELLEY, Esq.
Actuary and General Manager.
J. MONCRIEFF WILSON, Esq.
Sub-Manager.
THOMAS WALTON THOMSON, Esq.
In point of security it is believed that the Queen Policies are unsurpassed.
Rates of Premium will be found as moderate as those of other first-class Offices.
LIFE DEPARTMENT.
PHYSICIAN IN BOMBAY—J. MACKENZIE, F.R.C.S.
Careful selection of lives, and consequent large Bonuses, are secured, which the following figures show:—
New Business, First Quinquennium .... £ 718,395
Ditto Second ditto £1,413,406
Policies are issued under the LIFE BRANCH of this Company in Bombay on Civil lives, and Military lives in Civil employ, with special advantages, full particulars regarding which will be supplied, on application by
LAWRENCE & Co.,
Agents in Bombay.

ALLIANCE BRITISH AND FOREIGN LIFE AND FIRE ASSURANCE COMPANY.—Established 1824.
Chief Office.
BARTHOLOMEW LANE, BANK, LONDON, E.C.
Board of Direction.
President—SIR MOSES MONTEFIORE, Bart., F.R.S.
Directors.
James Alexander, Esq., (Alexander, Fletcher & Co.)
Charles George Barnett, Esq., (Barnett, Hoare, Hanbury, and Lloyd.)
George Henry Barnett, Esq., Glympton Park.
James Fletcher, Esq., (Alexander, Fletcher & Co.)
William Gladstone, Esq., (Thomson, Bonar & Co.)
Right Hon. George Joachim Goschen, M.P.
Samuel Gurney, Esq.
James Helme, Esq., (Director of the Provincial Bank of Ireland.)
Sir Curtis Miranda Lamson, Bart.
Sampson Lucas, Esq. (Lucas, Micholls & Co.)
Elliot Macnaghten, Esq., (Member of the Indian Council.)
Thomas Masterman, Esq., (Director of the Bank of England.)
Joseph Mayer Montefiore, (Director of the Provincial Bank of Ireland.)
Sir Anthony De Rothschild, Bart., New Court.
Baron Lionel Nathan De Rothschild, M.P.
Thomas Charles Smith, Esq., Oxford Square, Hyde Park.
Auditors.
Lord Richard Grosvenor, M.P.
Hugh Colin Smith, Esq.
Richard Hoare, Esq.
FIRE RISKS
Of an eligible character are accepted at minimum current rates
LIFE DEPARTMENT.
The non-participating rates of Premium for European lives resident in India have been very materially reduced, and the undermentioned Agents are authorised to decide upon proposals submitted, to issue Policies, and to settle Claims.
Annual premium payable during the whole of Life to secure Rs 1,000 at death—

Age next Birth-day.	Civil.	Military.	Age next Birth-day.	Civil.	Military.
	Rs. a.	Rs. a.		Rs. a.	Rs. a.
20	31 10	36 10	40	45 0	50 0
25	34 2	39 2	45	50 0	55 0
30	37 2	42 2	50	57 6	62 6
35	40 8	45 8	55	69 0	74 0

The Life Reserve Fund is over NINETY-FOUR LACS OF RUPEES which is irrespective of and in addition to the Paid-up Capital and the Fire Reserve Fund, being about 30 per cent. of the sum assured under the Company's Life Policies; and, besides this, there is the guarantee of a Subscribed Capital of not less than FIVE CROES of RUPEES, coupled with the personal responsibility of a numerous body of wealthy Proprietors.
For detailed Prospectuses, Forms of Proposal, &c., apply to
REMINGTON & Co.,
Agents for the Presidency of Bombay.

Printed & Published for the Proprietor by JAMES FAICHNEY, at the "Bombay Gazette" Steam Press, Meadow Street, Fort, Bombay.

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